

Hongkong Daily Press

ESTABLISHED 187

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IS INCREASED AND MISTY READING,
HEADACHES,
AND ALL HEALTH GENERALLY,
WEAR SUITABLE GLASSES
N. LAZARUS
OPHTHALMIC OPTICIAN,
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No. 19,817. 號七十七百三千九萬一第 日一拾月三年申庚

HONGKONG, THURSDAY, APRIL 20TH, 1920. 四拜禮

號玖廿月四年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
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In Bags 250 lbs net.
SHEWAN TOMES & CO.,
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Bottled at the "Pavillon" Spring

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with E. C. Powder, a powder
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A LING & CO.

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GLASS ETCHING, SIGN-BOARD AND
MIRROR MAKING
CANTON MARBLE IN VARIOUS SHADES
Photographic Goods of Every Description
in Stock.
DEVELOPING PRINTING AND ENLARGING
UNDER TAKEN.
TELEPHONE 1319. 63

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE

WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 " to 9.30 " " " 10 "
9.30 " to 11.00 " " " 15 "
11.30 " to 12.30 p.m. " " 15 "
12.30 p.m. to 2.30 " " " 10 "
2.30 " to 5.00 " " " 15 "
5.00 " to 8.00 " " " 10 "

NIGHT CARS

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.20 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS

Extra Car—12.00 Midnight.

SUNDAYS

7.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 " to 11.00 a.m. " " 10 "
11.30 " to 12.00 noon " " 15 "
12.00 noon to 1.00 p.m. " " 10 "
1.00 p.m. to 5.30 " " " 15 "
5.30 " to 8.00 " " " 10 "
6.00 " to 8.30 " " " 15 "
6.30 " to 8.00 " " " 10 "

NIGHT CARS

As on Week Days.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings,
Des Vaux Road.

Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

| Stations | No. 1 Local | No. 2 Through | No. 3 Local | No. 4 Through | No. 5 Local | No. 6 Through | No. 7 Local | No. 8 Through | No. 9 Local | No. 10 Through | No. 11 Local | No. 12 Through | No. 13 Local | No. 14 Through | No. 15 Local | No. 16 Through | No. 17 Local | No. 18 Through | No. 19 Local | No. 20 Through |
|---------------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-------------------|
| CANTON (Tai Sha Tau) dep. | 7.30 | 8.40 | 9.10 | 10.20 | 10.50 | 11.20 | 11.50 | 12.20 | 12.50 | 1.00 | 1.30 | 2.00 | 2.30 | 3.00 | 3.30 | 4.00 | 4.30 | 5.00 | 5.30 | 6.00 |
| SHEK LUNG dep. | 7.40 | 8.50 | 9.20 | 10.30 | 11.00 | 11.30 | 12.00 | 12.30 | 1.00 | 1.30 | 2.00 | 2.30 | 3.00 | 3.30 | 4.00 | 4.30 | 5.00 | 5.30 | 6.00 | 6.30 |
| Shum Chai dep. | 7.50 | 9.00 | 9.30 | 10.40 | 11.10 | 11.40 | 12.10 | 12.40 | 1.10 | 1.40 | 2.10 | 2.40 | 3.10 | 3.40 | 4.10 | 4.40 | 5.10 | 5.40 | 6.10 | 6.40 |
| Shinghai dep. | 8.00 | 9.10 | 9.40 | 10.50 | 11.20 | 11.50 | 12.20 | 12.50 | 1.20 | 1.50 | 2.20 | 2.50 | 3.20 | 3.50 | 4.20 | 4.50 | 5.20 | 5.50 | 6.20 | 6.50 |
| Fanning dep. | 8.10 | 9.20 | 9.50 | 11.00 | 11.30 | 12.00 | 12.30 | 1.00 | 1.30 | 2.00 | 2.30 | 3.00 | 3.30 | 4.00 | 4.30 | 5.00 | 5.30 | 6.00 | 6.30 | 7.00 |
| Tai Po Market dep. | 8.20 | 9.30 | 10.00 | 11.10 | 11.40 | 12.10 | 12.40 | 1.10 | 1.40 | 2.10 | 2.40 | 3.10 | 3.40 | 4.10 | 4.40 | 5.10 | 5.40 | 6.10 | 6.40 | 7.10 |
| Tai Po dep. | 8.30 | 9.40 | 10.10 | 11.20 | 11.50 | 12.20 | 12.50 | 1.20 | 1.50 | 2.20 | 2.50 | 3.20 | 3.50 | 4.20 | 4.50 | 5.20 | 5.50 | 6.20 | 6.50 | 7.20 |
| Shatin dep. | 8.40 | 9.50 | 10.20 | 11.30 | 12.00 | 12.30 | 1.00 | 1.30 | 2.00 | 2.30 | 3.00 | 3.30 | 4.00 | 4.30 | 5.00 | 5.30 | 6.00 | 6.30 | 7.00 | 7.30 |
| Yuenai dep. | 8.50 | 10.00 | 10.30 | 11.40 | 12.10 | 12.40 | 1.10 | 1.40 | 2.10 | 2.40 | 3.10 | 3.40 | 4.10 | 4.40 | 5.10 | 5.40 | 6.10 | 6.40 | 7.10 | 7.40 |
| Hungsham dep. | 9.00 | 10.10 | 10.40 | 11.50 | 12.20 | 12.50 | 1.20 | 1.50 | 2.20 | 2.50 | 3.20 | 3.50 | 4.20 | 4.50 | 5.20 | 5.50 | 6.20 | 6.50 | 7.20 | 7.50 |
| KOWLOON dep. | 9.10 | 10.20 | 10.50 | 12.00 | 12.30 | 1.00 | 1.30 | 2.00 | 2.30 | 3.00 | 3.30 | 4.00 | 4.30 | 5.00 | 5.30 | 6.00 | 6.30 | 7.00 | 7.30 | 8.00 |

UP TRAINS

| Stations | No. 1 Local | No. 2 Through | No. 3 Local | No. 4 Through | No. 5 Local | No. 6 Through | No. 7 Local | No. 8 Through | No. 9 Local | No. 10 Through | No. 11 Local | No. 12 Through | No. 13 Local | No. 14 Through | No. 15 Local | No. 16 Through | No. 17 Local | No. 18 Through | No. 19 Local | No. 20 Through |
|---------------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-------------------|
| LAST FERRY leave | 8.55 | 10.05 | 10.35 | 11.45 | 12.15 | 12.45 | 1.15 | 1.45 | 2.15 | 2.45 | 3.15 | 3.45 | 4.15 | 4.45 | 5.15 | 5.45 | 6.15 | 6.45 | 7.15 | 7.45 |
| KOWLOON dep. | 9.05 | 10.15 | 10.45 | 11.55 | 12.25 | 12.55 | 1.25 | 1.55 | 2.25 | 2.55 | 3.25 | 3.55 | 4.25 | 4.55 | 5.25 | 5.55 | 6.25 | 6.55 | 7.25 | 7.55 |
| Fanning dep. | 9.15 | 10.25 | 10.55 | 12.05 | 12.35 | 1.05 | 1.35 | 2.05 | 2.35 | 3.05 | 3.35 | 4.05 | 4.35 | 5.05 | 5.35 | 6.05 | 6.35 | 7.05 | 7.35 | 8.05 |
| Shatin dep. | 9.25 | 10.35 | 11.05 | 12.15 | 12.45 | 1.15 | 1.45 | 2.15 | 2.45 | 3.15 | 3.45 | 4.15 | 4.45 | 5.15 | 5.45 | 6.15 | 6.45 | 7.15 | 7.45 | 8.15 |
| Tai Po Market dep. | 9.35 | 10.45 | 11.15 | 12.25 | 12.55 | 1.25 | 1.55 | 2.25 | 2.55 | 3.25 | 3.55 | 4.25 | 4.55 | 5.25 | 5.55 | 6.25 | 6.55 | 7.25 | 7.55 | 8.25 |
| Tai Po dep. | 9.45 | 10.55 | 11.25 | 12.35 | 1.05 | 1.35 | 2.05 | 2.35 | 3.05 | 3.35 | 4.05 | 4.35 | 5.05 | 5.35 | 6.05 | 6.35 | 7.05 | 7.35 | 8.05 | 8.35 |
| Shinghai dep. | 9.55 | 11.05 | 11.35 | 12.45 | 1.15 | 1.45 | 2.15 | 2.45 | 3.15 | 3.45 | 4.15 | 4.45 | 5.15 | 5.45 | 6.15 | 6.45 | 7.15 | 7.45 | 8.15 | 8.45 |
| Shum Chai dep. | 10.05 | 11.15 | 11.45 | 12.55 | 1.25 | 1.55 | 2.25 | 2.55 | 3.25 | 3.55 | 4.25 | 4.55 | 5.25 | 5.55 | 6.25 | 6.55 | 7.25 | 7.55 | 8.25 | 8.55 |
| SHEK LUNG dep. | 10.15 | 11.25 | 11.55 | 1.05 | 1.35 | 2.05 | 2.35 | 3.05 | 3.35 | 4.05 | 4.35 | 5.05 | 5.35 | 6.05 | 6.35 | 7.05 | 7.35 | 8.05 | 8.35 | 9.05 |
| CANTON (Tai Sha Tau) dep. | 10.25 | 11.35 | 12.05 | 1.15 | 1.45 | 2.15 | 2.45 | 3.15 | 3.45 | 4.15 | 4.45 | 5.15 | 5.45 | 6.15 | 6.45 | 7.15 | 7.45 | 8.15 | 8.45 | 9.15 |

* Will stop at Tai Po and Shinghai for First-Class Passengers on Notice
being given to the guard.

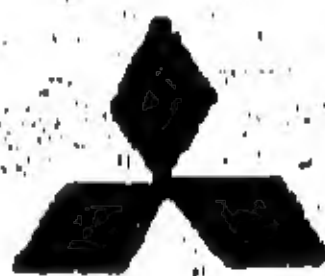
NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this
table will connect with the trains as shown.

SHA TAU KOK BRANCH.

| | a.m. | a.m. | p.m. | p.m. | | a.m. | a.m. | p.m. | p.m. |
|----------------|------|-------|------|------|----------------|------|-------|------|------|
| Fanning dep. | 8.50 | 12.00 | 2.20 | 6.00 | Shataukok dep. | 7.05 | 10.20 | 1.05 | 5.00 |
| Shataukok arr. | 9.45 | 12.55 | 3.15 | 6.55 | Fanning arr. | 8.00 | 11.15 | 2.00 | 5.55 |

H. P. WINSLOW, Manager.



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| | Dock No. 1 | Dock No. 2 | Dock No. 3 |
|--------------------------------|------------|------------|------------|
| Length on Keel Blocks | 510 feet | 350 feet | 714 feet |
| Width of Entrance on bottom | 77 | 53 | 83 |
| Water on Blocks at Spring Tide | 38 | 24 | 34 |

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 80 and 40 tons each, besides 150 tons Giant Crane.

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| | No. 1 | No. 2 | No. 3 |
|----------------------------|------------|-------------|-------------|
| Lifting Power | 7,700 tons | 12,000 tons | 15,000 tons |
| Max. Length of Ship taken | 480 feet | 580 feet | 470 feet |
| Max. Breadth of Ship taken | 58 | 68 | 98 |
| Max. Draft of Ship taken | 23 | 33 | 30 |

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Shirimonoseki).

TELEGRAPHIC ADDRESS: "DOCK" SHIRIMONOSEKI

GRAVING DOCK

| | No. 1 | No. 2 | No. 3 |
|---|------------------|------------------|------------------|
| Length on Keel | 283 feet 0 inch. | 283 feet 0 inch. | 283 feet 0 inch. |
| Breadth at Entrance on bottom | 58 | 58 | 58 |
| Depth of Water on Blocks at Spring Tide | 25 | 25 | 25 |

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
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the Grand Floor of the SUN Building, Canton and request that for the future all
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INTERNATIONAL SAVINGS SOCIETY,
L. C. WINTERS, General Manager, South China.

Hongkong, April 27th, 1920.

NOTICE.

THE undersigned beg to announce that the INTERNATIONAL SAVINGS
SOCIETY OF SHANGHAI have opened a Head Office for South China, in
Canton, and from this date all business pertaining to the above Company will be
addressed to that Office. By mutual arrangement our Representation of the above
Company ceases from this date.
GERIN, DREYARD & CO. 614

Hongkong, April 27th, 1920.

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General Staff Officer of the Tank
Corps from December 1916 to August
1918, entitles him to write with excep-
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Excellent Bathing, Wonderful Scenery, Historic Battlefields,
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Drives. Abundant Picnicking Facilities. Orchestra twice a week.
Best place for high-class families.

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HOTELS

THE HONGKONG HOTEL

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OPERATING—

THE HONGKONG

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1920 CATALOG No. 92

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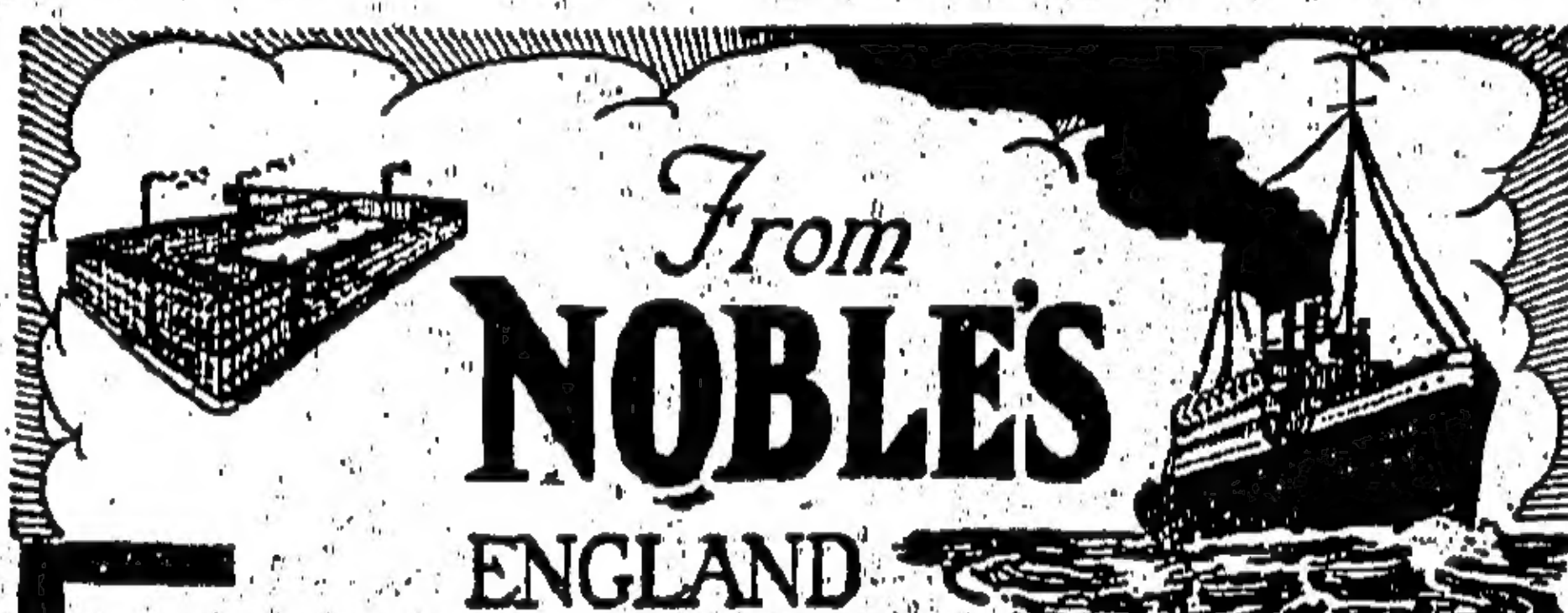
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WAR FORTUNES.

TAXATION: THE ALTERNATIVE TO A GRAVE CRISIS.

Mr. B. P. Blackett, Controller of Finance and General Adviser to the Chancellor of the Exchequer, recently presented the case for the taxation of war fortunes before the Select Committee of the House of Commons, which is inquiring into the matter.

Mr. Blackett's argument may be summarised as follows:—

The existing floating debt is approximately £1,200,000,000.

If it is allowed to grow side by side with the everlastingly rising prices a crash must come.

It is impossible, without some special provision, to return to a sound financial position.

The Treasury does not look with favour on a forced loan.

The floating debt has been reduced to the extent of about £100,000,000 in the last two months.

The workers must begin to save money to take the place of the savings previously made by the rich people.

The Treasury desires to recognise the virtue of the man who has invested in Government stock during the war.

There are two possible ways of dealing with the floating debt, said Mr. Blackett. First by a funding loan and second, by paying it off out of revenue.

If the Government were to offer bonds at such an attractive rate that people would be tumbling over each other to subscribe, such an immediate contraction of credit would take place that a financial crisis might result.

The alternative would be some special method of raising cash with which to pay off a considerable portion of the floating debt.

The immediate necessity certainly is for as much as £200,000,000 and not more than £300,000,000, said Mr. Blackett in reply to Colonel Peel.

Mr. S. Walker: Your desire would be attained if £300,000,000 were raised at a fairly early date!—The effect of having secured a considerable portion of the levy, and having the assets in hand and visible would combine to produce a satisfactory result.

I do not think it is beyond the bounds of possibility for the Treasury, and the Inland Revenue to collect the levy without doing any serious financial damage to the country, said Mr. Blackett. We must, however, guard against being too precipitate.

Mr. Blackett said that in his opinion the peak of the National Debt had been reached. The principal anxiety of the Treasury was the floating debt, and they wanted it reduced.

BANKERS' STRONG ATTACK ON THE PROPOSAL.

London Bankers brought up their heavy guns against the proposed tax on war fortunes, when Mr. W. W. Paine, joint general manager of Lloyds Bank, Limited, and Mr. R. Holland Martin, Chairman of the British Bankers' Association, who represented the Institute of Bankers, warned the Select Committee of the House of Commons of the perils which they considered would be run by the imposition of such a tax. The following were the chief objections raised by Mr. Paine:—

The proposed tax would not be a tax on war wealth but on war savings over £2,000 in amount.

The scheme of the Board of Inland Revenue provides for the taxation of war fortunes of over £2,000 in amount, not £2,000, as stated by Mr. Paine.

The wealth to be taxed is mostly invested in trade and commerce, and the compulsory transference of these would cause grave disturbance of credit.

The tax would have a most prejudicial effect upon the future trade and commerce of the Empire.

The imposition of a capital tax is an unprecedented measure in modern times.

A member of the committee urged that the death duties were in the nature of a capital tax.

"Yes," replied Mr. Paine, "but every body does not die at the same time."

Mr. Paine urged that the proposed tax would have many of the drawbacks of a general capital levy with the added objection that it would be dependent for its assessment on two valuations, one five years ago.

I doubt whether even 10 per cent. of scrupulous and honest persons have the means at hand of giving anything like an accurate valuation of their property five years ago. It surprises me how little people know about their possessions.

The tax would offer a great opportunity for evasion and even fraud, said Mr. Paine, "with the result that the honest and scrupulous would pay for the dishonest and unscrupulous. The profiteer is unscrupulous, and he will take everything in his favour, and against the State. If any plan could be devised for taxing the profiteer alone I would support it."

"By such a levy as this you would be taxing not any actual increase of wealth, but the rise in values consequent on depreciation of the pound sterling," continued Mr. Paine.

"The nation is not really richer, but infinitely poorer. Such wealth only exists in terms of money. The proposal would not be a tax on increased wealth in any real sense."

"Banks have taken up huge amounts of War Loan securities, and the facilities which they can offer to their customers are correspondingly diminished."

Mr. Paine urged that a war fortunes tax would throw very heavy work on the employees of banks, and would impose special injustice on private firms and trades by putting many out of business altogether, and it would also hit the savings of salaried employees. He pointed to the danger of any attempt to defeat credit, rapidly, and in conclusion said:—"Pay off the debt gradually by a sinking fund out of revenue over a series of years."

ROGUES AND PATRIOTS.

Mr. R. Holland Martin, Chairman of the British Bankers' Association, and a representative of the Institute of Bankers and the London Clearing Bankers, made similar objections.

(Continued at foot of next column.)

RESEARCH IN MESOPOTAMIA.

THE STORY OF NOAH AND THE FLOOD EXPLAINED.

Writing in the *Cornhill Magazine* for February, Major-General Sir George Macdonald emphasises the vast possibilities that exploration in Mesopotamia offers to the historian. In the course of his article he observes:—

The story of the Flood is the story of a Mesopotamian flood interpreted and enlarged as part of the moral and philosophical scheme of divine cause and effect. A knowledge of the conditions obtaining in Mesopotamia assures one that the flooding of these plains needs no amazing miracle. Anyone who has crossed the Hamar Lake between Ur and Qurna in the flood season, as the writer has, where no land on any side is visible from a steamer's deck, will realise readily enough that an unusual rainfall and the bursting of large dams high up on the Euphrates would produce a flood exactly as described in Genesis. The great flat-bottomed boats, the lake-bellies that navigate the Euphrates to this day, and are the exact likeness of the conventional ark of Regent Street toyshop, pitched too inside and out with bitumen, and capable of taking sixty to seventy tons of cargo, are quite equal to carrying a considerable number of human beings with their domestic animals.

Sir William Willcocks suggests that Noah was a considerable land-owning sheikh on the middle Euphrates, where in very early times irrigation on a large scale was practised. Gifted with shrewd insight into political trouble and the danger that upheavals meant to control of water storage, he prepared for such trouble by making his bellum inhabitable, or especially building one as a refuge. He would then be prepared, as in the Bible story, for a year of unusual rain and the cataclysm that must follow, the bursting of dams, no longer controlled by a central authority.

Now we know that the word Ararat is but agglutinated Sumerian for a mound, and just that sort of mound that once was a mud hill, with which Mesopotamia horizons abound; it is not difficult to catch from the Ararat of Armenia, that high heaped land, a commemorative echo in those mounds of an ancient tradition.

It is then easy to believe that Noah and his family and his domestic animals, secure in their bellum, were swept away down the Euphrates on the crest of a flood, of which the details in Genesis are perfectly possible, floated on the Chaldean marshes till the floods abated, and eventually lodged on the site of a village of an older age, or even one destroyed by the Flood itself. The site was probably somewhere near the junction of the Euphrates with the marshes, viz., that very area of which Ur was the dominating settlement; about 1920, B.C., we find the strong and substantial tradition of Abraham, the descendant of Noah, leading his family from this district to wander in the land of Shinar and up towards Canaan and the river of Egypt.

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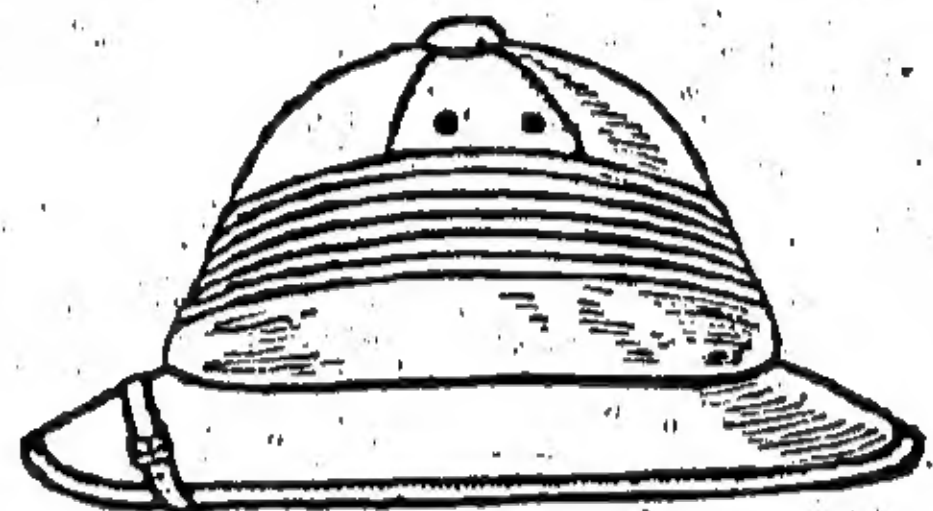
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VIOLENT ACTS BY JAPANESE IN SIBERIA.

STRONG PROTEST BY ALLIED TECHNICAL BOARD.

The following resolution was presented by the President and passed by the Technical Board, April 14th, 1920, with the representatives of Great Britain, America, France, China, Russia and Czechoslovak assenting, and the Japanese Representative dissenting:

Whereas—

(1.)—Two Russian Railway employees at Imlanpo were suddenly arrested and summarily shot on April 8th, by some Japanese soldiers without trial;

Whereas—

(2.)—In the evening of April 8th two Russians were refused passage over the Shanghai bridge at Harbin by Japanese soldiers, in spite of their passes entitling them to such passage. One of them was thrown over the bridge and the other had his head bashed out by these Japanese soldiers. Both were badly injured.

Whereas—

(3.)—In the evening of April 8th, eight railway employees were suddenly arrested at Harbin by some Japanese soldiers and were locked up in a Japanese Military car to be transported to some unknown destination;

Whereas—

(4.)—Three Russian railway men were arrested at Manchuria Station on April 10th, by Japanese soldiers;

Whereas—

(5.)—These violent acts have created a wide-spread excitement and indignation among the railway employees and are most liable to precipitate grave troubles leading to the interruption of communications, the delay of Czech evacuation and the disturbance of the whole region, all of which tend to defeat the purposes and function of the Technical Board;

Whereas—

(6.)—These acts are regarded by the Technical Board as being in direct contravention to the Inter-Allied Agreement covering the guarding of the Chinese Eastern Railway which duty, was assigned to the Army of the Chinese Government by the Inter-Allied Powers, and that the military forces of no other nation have any authority in the guarding of this Railway.

Whereas—

(7.)—The Technical Board protests in the strongest possible manner against the interference and high-handed actions of the Japanese troops in these and similar instances, and asks for an assurance from the Japanese authorities that such acts will not be repeated.

Resolved—

(a)—That this protest be placed on record;

(b)—That copies of this protest be telegraphed by the Secretary of the Board to the Inter-Allied Committee and that each member of the Board be requested to telegraph the same to the representative of his country at Peking;

(c)—That the Japanese member of the Board be requested to hand a copy of same to the Senior Japanese officer commanding the Japanese troops in Manchuria and Siberia.

A SINO-JAPANESE "INCIDENT."

CHINESE SOLDIER KILLED AT SOOCHOW.

According to a telegram received in Peking from the Civil Governor of Kiangsu, negotiations are taking place locally concerning the killing of a Chinese soldier by a Japanese recently at Soochow.

The Chinese local officials asked for the death penalty to be imposed upon the Japanese, that \$10,000 should be given to the family of the deceased, and that an apology should be given by the Japanese Consul-General at Nanking. The Japanese replied that the Japanese should be tried for accidentally killing the Chinese soldier, that \$10,000 compensation should be paid, but that no apology should be necessary for an accident. It is understood that the matter will be referred back to Peking if the local officials cannot settle the matter shortly.

A Soochow message published in a Shanghai paper says:

Without waiting for the settlement of the case, the Japanese Consul there has released the murderer of a Chinese soldier at Hsueh and permitted him to return to his business in Shanghai. It appears, according to Chinese semi-official reports, that the incident was caused by the insulting and teasing attitude of Japanese tourists because the prisoner Ota twice pointed the loaded rifle at the Chinese soldiers in a tea shop who were occupying a room adjoining that occupied by the Japanese before he pulled the trigger.

It has been established that there was no provocation on the part of the Chinese soldiers. The Japanese Consul has expressed his regret to Major-General Chu Hsi, garrison commander of Soochow, and has promised to pay a certain amount of monetary compensation to the family of the deceased soldier. The killed Chinese soldier was only twenty-two years old, and was a graduate of the local military school. His father and mother demand that the Japanese should pay a compensation equal to twenty years' earnings of their only son, and punish the murderer, who, they say, knew perfectly well that the gun was loaded, because he used it to shoot wild ducks that very morning in the vicinity of Hsueh; but the Japanese contend that Ota did not know that the rifle was loaded when he pointed it at the Chinese soldier, so that it was an accident and not deliberate murder. The case is still under discussion at Soochow. This incident has further augmented the anti-Japanese feeling of the Chinese because the natives believe that it was a deliberate murder of Chinese on the part of the Japanese, and that the Japanese are not to be trusted in the future.

A SIBERIAN ODYSSEY.

GREAT ANTI-BOLSHEVIST EXPLOIT.

The Daily Telegraph's Correspondent wrote on March 15th:—

News of a great anti-Bolshevist exploit, as romantic a story as any that the Russian Revolution has given to the world, was received by Colonel John Ward at the House of Commons yesterday. An army of 30,000 men has just succeeded in cutting its way through the Bolshevist forces in Siberia, and, after a 2,000 miles march, has reached the country east of Lake Baikal. The heroes of this new Siberian Odyssey are in a terrible plight, and the first news of their adventure comes in the form of an appeal for help from General Horvat. Telegraphing from Harbin to Colonel Ward, General Horvat said:—

General Vritzchovsky's army, consisting of 30,000 men, comprising the workmen of the Tjovskiy and Volynskiy mills and peasants from the Volga districts, the Urals, and other parts of Siberia, after bravely fighting against the Bolshevists on the front, proceeded to cut its way eastwards through the Bolshevist armies, thereby accomplishing a 2,000-mile march from Tobol to Verkhovinsk, despite the difficulties and hardships of a severe Siberian winter.

Owing to the lack of material supplies, this army has no clothes and no food, and endures indescribable privation. Russians are not able to help, and are forced to witness the perishing of the best and strongest of our people. It is possible that these heroes will meet with no sympathy from the English people. I apply for help to you as to the defender of the working people, and as to one who has seen the situation in Russia and who knows the real meaning of Bolshevism. Help is needed immediately.

The men for whom this appeal is made have actually twice been left behind when the main anti-Bolshevist forces were compelled to retreat. Colonel Ward told half the story in his speech in the House of Commons on day two after his return from Siberia last November. There were some 60,000 men engaged in mining in the Vankin district in the Urals. Colonel Ward described how these men organized themselves to withstand the Bolshevist menace. They got an army of 18,000 workmen together. They had no officers, and were armed mostly with sporting guns. Civilian engineers selected some of the best points in the district, and they continued to defend themselves and their homes long after the whole Bolshevist army had swept beyond them. After a time it was reported that they had been forced to surrender.

When, however, Kolchak's army moved forward, this was one of the points which it struck. After a few days' fighting, it was reported that fighting was going on behind the Red line and mutiny was taking place. But when Kolchak's line moved forward to the capture of Perm, it was still gallantly holding out. After a struggle which had lasted for five or six months without outside help of any kind. Then for the second time, when Kolchak was defeated last year and the Red tide surged eastward, these brave workmen were left isolated once more. This time they decided to cut their way out, and they remain undefeated to the end.

Colonel Ward showed his telegram to the Prime Minister and Mr. Churchill while they were sitting on the Treasury Bench listening to the debate on the Air Estimates last night. Both Ministers read the telegram carefully.

JAPAN'S NORTH CHINA SERVICE.

THREE "NEW" SUBSIDIZED SERVICES.

The subsidized North China services of the Nippon Yusen Kaisha have been readjusted under new arrangements with the Department of Communications. Hitherto the company maintained two subsidized services to North China—between Yokohama and Newchwang via Nagoya, or Yokohama, Moji, Nagasaki, Chemulpo, Dairen, and Tientsin, and between Kobe and Newchwang via Osaka, Moji, Nagasaki, and Tientsin. On the Yokohama run the company operated three steamers, with one sailing every tenth day, while on the Kobe run with four steamers. Arrangements have now been made to open three subsidized services to North China beginning in this month.

Three will be no modification to the Yokohama line, but two lines will be inaugurated in place of the present Kobe-Newchwang line, both starting from Osaka, one to Tientsin and the other to Newchwang. On the Osaka-Tientsin run, three steamers, including one unsubsidized ship, will be operated with one sailing every sixth day. One sailing every tenth day will be kept up on the Osaka-Newchwang line with two steamers. There will be no change in the ports of call. The new arrangements of the company, it is believed, are designed to facilitate Japan's trade with China.

CHINESE INSTITUTE IN FRANCE.

M. Painlevé, who has been invited by the Chinese Government to discuss with the competent Chinese authorities the details regarding the foundation of a Chinese Institute in connection with the University of Paris, has been asked to forward to the President of China the following letter from M. Deschanel:—

"Strengthening the intellectual relations between the marvelous Chinese culture, the most ancient in the world's history, and that of France is a work of the greatest utility to the progress of civilization. The French Government will give all assistance within its power to the creation in connection with the University of Paris of an Institute for higher Chinese education, a plan which your Excellency has generously initiated."

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

Peking, April 17th.

MR. LAMONT IN THE CAPITAL.

Mr. T. W. Lamont and his party are the cynosure of all eyes in Peking. Everybody is interested in what Mr. Lamont may say or do. While it is true that the Government has accepted the principle of supervision of any loans that may be made by the Consortium, it is just as true to state that that acceptance is very unwilling, and popular opinion is being roused against anything that savours of infringing upon the sovereignty of the country. When the world war broke out it took China some time to realise that the Powers were not prepared to lend money on the same conditions as before. China did not grasp that Europe had no money to advance on the same easy terms as before. But experience is a hard school. That the financial markets had changed soon became apparent. Then there were the expedients of internal loans, which were followed after the demise of Yuan Shih-kai by the period of friendly finance which mortgaged almost anything for Japanese yen with which to keep the militarists in power and to fight the South. Later, when the war ended, the Powers had time to take stock of the situation and they declared that no more money would be advanced to this country until the internal peace had been arranged. That condition still holds good. China needs money urgently for purposes of reorganisation, and the question of the moment is whether it is to be obtained from Japanese thereby keeping the militarists in power or from the Consortium which will see that the money is profitably expended.

Since coming to Peking, Mr. Lamont has made several speeches in which he has applied himself to the refutation of misstatements of the aims of the Consortium appearing in the Chinese press. Over and over again he has made it clear that the Consortium will not come to China if the people of China do not wish it. The only question is the nature of the guarantee to be offered for the advances to be made. People who invest money have to be assured as to the security and to have guarantees that the money will be used for the purpose specified. Such in brief is the essence of the American financier's statements. As to the inclusion of a Chinese financial group in the Consortium, he has declared that the Consortium would welcome it, but he adds that opinion in Shanghai is opposed to the immediate entry of Chinese financial interests into the group as they might incur a responsibility which they were unable to meet.

MYSTIFYING THE POLITICIANS.

Marshal Tuan Chi-jui seems to come and go from the city to his rural retreat in order to mystify the politicians. When he stays away from the city it is understood that he wishes to have nothing to do with the political situation. When he returns to Peking for a few hours it is with the thought of making his own views effective. Politically there has been no progress, or rather change. There is a movement again to fill the three vacancies in the Cabinet. Chang Hsi, for the Ministry of Agriculture and Commerce and Yao Ben for the portfolio of Justice are fairly well agreed upon, but there is not the same unanimity about the Ministry of Foreign Affairs, several names being mentioned. All the same, it is tolerably certain that Chen Lu, the acting Foreign Minister, will prove to be first favourite.

THE STUDENTS' STRIKE.

The universal strike organised by the students, failed in so far as Peking is concerned as the censor stopped the intelligence which was to be the signal for action on the part of Peking. Besides, it is understood that the Peking body disapproves of the strike at this time. However, the students of the capital are making the most of their opportunities to ventilate the injustice of the authorities in holding forty of their number in prison without bringing them to trial until last Wednesday. They swarmed into the court precincts and demanded to be arrested on the ground that they were just as guilty as their colleagues in the dock. Of course they did not succeed in getting themselves docked up. The Court explained that their request was improper and could not be entertained. Besides there was not sufficient jail accommodation for so many!

THE SOOCHOW AFFAIR.

Somewhat extravagant are the claims presented by the Chinese in connection with the affair at Soochow in which a Japanese accidentally shot and killed a Chinese soldier. The Chinese are asking that the death punishment be imposed on the man who was responsible for the soldier's death and that monetary compensation be paid. Probably it is the old Chinese idea of asking more than they expect in order to provide a margin for compromise.

SOVIET MEMORANDUM TO ALLIED COUNCIL.

DEMANDS FULL AND IMPARTIAL INVESTIGATION.

After the Japanese had taken over the control of the government of Vladivostok, the Zemstvo government immediately sent a memorandum to the allied diplomatic conference and the allied military council. The document, as published by the *Dalnevostochny Obozrenic*, is as follows:

"On the night of April 4th and in the early hours of the morning of April 5th, without any cause as far as the Russian Military and Civil authorities are aware, the Japanese troops stationed at Vladivostok have forcibly disarmed and removed from their posts the Russian militia doing guard duty at the various establishments and buildings of the Russian Provisional government. They took possession of these institutions and establishments by placing their own sentinels on guard and flying the Japanese flag over them."

Furthermore they bombarded some of the government buildings, doing especially heavy damage to the Zemstvo headquarters at the corner of Aleutskaya and Svetlanskaya. They also disarmed several Russian regiments of the Vladivostok government and have arrested members of the government, many Russian military and civil officials and a number of Russian citizens.

RUSSIANS DID NOT FIRE.

"This move came unexpectedly and all the more so because at the time there were negotiations going on between the Japanese and the Russians regarding the establishment of favourable and amicable relations between the two Powers. In fact the Russians had proven that they were willing to settle all questions concerning the stay of Japanese troops in their territory in a satisfactory and peaceful way."

"The statements that have been issued by General Oi and Captain Nakawa explaining their conduct are filled with contradictions to the statements that have been made to the Russians and to the inter-allied agreement. They claim that the Russians fired upon the Japanese patrols in various parts of the city. The Zemstvo government takes occasion to emphatically and categorically deny all these statements. The Russian regiments have been instructed to extend full honour to all the Allies and their troops on every occasion. So confident is the Russian government of the truth of this statement that the authorities are willing to turn over to the Allies for investigation and examination any documents or evidence that may serve to determine the guilt or innocence of the Russian troops."

ALL ALLIES ARE GUILTY.

"While we declare our most emphatic protest against the conduct of the Japanese command at Vladivostok, we wish to say that the Provisional Government is at the same time protesting to all the allied countries for the so-called intervention. It was undertaken by all and the responsibility for it rests upon all equally."

"In order to prevent any further occurrences of a similar nature the Provisional government requests the inter-allied diplomats to make the following demands of Japan:

"First: To release Mr. A. A. Menshikov, all the Russian civil and military officials as well as the Russian citizens arrested by the Japanese command."

"Second: To return all the government buildings which have been seized by the Japanese."

"Third: The Japanese command to apologize for its conduct to the Provisional Government of Vladivostok."

"Fourth: The Japanese must stop further searching and make no further arrests, without first obtaining the consent of the Zemstvo government."

"Fifth: To return the arms to the Russians who were unlawfully deprived of them by the Japanese forces."

"Sixth: To request the Japanese to join with the Russians and the other countries in a full investigation of the past affair and the causes leading up to it."

"In concluding the Provisional government wishes to go on record as having declared that the sovereign rights of the Russian state must be respected and that only the acceptance of all the above conditions will give them the assurance that they can go on peacefully in their effort to re-establish tranquillity in the Far East of Russia. At the same time we take occasion to ask the allied representatives to forward this memorandum to their respective governments."

THE EASTERN RAILWAY.

Events in Harbin and Siberia are causing the Chinese no little anxiety. The action of the Japanese in taking over working of part of the Chinese Eastern Railway is, to say the least, disconcerting, and it is not surprising that the Government should have been led to address a protest to the Tokyo Government. In this connection it is interesting to note that the Chinese have made a very clever move by appointing General Horvat, adviser to the Ministry of Communications, at a salary of \$3,000 per month. The raising of a loan to meet the deficit on the present working of the Chinese Eastern Railway becomes more uncertain by reason of Japan's intervention. Reports from the North go to show that Japan is endeavoring to create a situation which would justify her taking over the railway.

THE NEW BRITISH MINISTER.

Mr. Beilby Alston, the new British Minister, has arrived, and is kept busy by a constant stream of callers. He will present his credentials to President Hsu on Wednesday morning.

LAWN TENNIS.

Lawn tennis commenced at the Peking Club this afternoon. Play at the International Recreation Club commences next week. Most of the other courts are in order now.

SPORT.
TENNIS.

HONGKONG C.C. TOURNAMENT.

S. A. Rumjahn and O. Rumjahn have good reason to be proud of the win they scored yesterday in the open doubles at the expense of F. A. Redmond and Major Bowen, generally accounted the best European pair in the tournament, now that J. S. Jennings and R. Hancock have scratched. The Rumjahns upset calculations when they defeated Murray and Raworth in an earlier round, but even their most optimistic friends did not expect them to get the better of Redmond and Bowen. The youngest pair in the tournament—their combined ages do not equal Redmond's age—the Rumjahns are now in the semi-final, and will meet Ng Sze Kwong and A. H. Rumjahn. They will not beat the latter pair—unless something wonderful happens—but they may be depended upon to give the potential champions a good game.

The Rumjahns won yesterday solely because of their persistently careful play and their accurate lobbing, with just a slice of luck. They are not the better players—Redmond could beat anyone on the court—but they are specialists in that type of tennis which is irritating to their opponents and dull to the spectators. As a matter of fact, neither couple were taking any risks, so that the match, except, perhaps, in the final set, was devoid of excitement and produced nothing more than ordinary tennis. Redmond and Bowen showed, occasionally, that they were not accustomed to the niceties of each other's play. Each took strokes which he should have left to his partner. If Redmond was more frequently at fault in this respect, he redeemed his "poaching" by bringing off an occasional brilliant stroke. This lack of understanding of each other's play was a factor in their defeat. Another factor was that in the latter stages of the match, the younger pair were comparatively fresh.

The first set went to the Rumjahns after ten games had been played. Redmond and his partner then bestirred themselves and won a set with comparative ease. Once again the youngsters' patient tennis triumphed and the set went to them 6-3. The case with which Redmond and Bowen won the fourth set and equalised matters made many think that they had the match in their hands. The final set was exciting, and numerous long rallies were witnessed. After making it three all, the Rumjahns won the next two games running and seemed to have the set when Redmond and his partner won a love game. Or Rumjahn won by his service the set, and the match, 6-4, 2-6, 6-3, 1-6, 6-4.

To-day O. Rumjahn meets R. Townsend in the semi-final of the open singles, and to-morrow M. W. Lo meets F. A. Redmond.

SATURDAY'S DOG AND
POULTRY SHOW.

RECORD NUMBER OF ENTRIES.

That Saturday's Dog and Poultry show, to be held at the Race Course, is going to prove a great success is amply indicated by the record number of entries this year in the different sections of the show. Hongkong has a number of dog and poultry fanciers who take an immense pride in their animals or their birds and consequently on Saturday the residents of the Colony will have an opportunity of seeing the prize birds and dogs of the city. In the poultry section, there are 155 entries, or 88 entries over last year. Mr. J. G. Kynoch is the principal exhibitor, with a variety of breeds. Next comes Mr. H. B. L. Dowbiggin, who, in addition to a variety of poultry, will show some remarkably handsome birds in the White Leghorn and Black Orpington Hens classes. It is regrettable that Mr. Leo Longinotto is not competing as he has some excellent poultry which have carried off the prizes not only at local shows but at Canton as well. The absence of Exhibitors by him is no doubt due to a wish to give the other competitors an opportunity. It is to be hoped however that Mr. Longinotto will show his poultry. In connection with the poultry section H. E. the Governor has promised a special prize for the exhibitor securing the highest aggregate number of prizes. The Judges in this section will be Messrs. J. P. MacCarthy and F. H. Dillon.

In the Dog Section there is also an appreciable increase in the number of entries, there being 84, as compared with 56 last year. A special section for cats has been arranged and seven entries have resulted. The Hon. Mr. Johnstone has presented the cup for the champion dog of the show, and the Hon. Mr. P. H. Holyoake a cup for the champion bitch. The Judges in this section will be Messrs. J. Bell Irving, A. Gibson and J. F. MacCarthy.

Lady Stables will distribute the awards at the conclusion of the judging.

FROM AFFLUENCE TO
POVERTY.
WELL-KNOWN CHARACTER A
BEGGAR.

Twenty-five years ago, a man of substance, admitted into decent Chinese Society spending money recklessly; to-day, a shrivelled up old man decrepit and hunched, without a cent for a shave, an outcast and a beggar. Such was the pitiful figure that stood in the dock at the Magistracy, yesterday, charged with begging alms.

The man's life story is brimful of adventure in America and Australia, of fortunes amassed and fortunes squandered; of living the life of a merchant prince and of eating the hocks of a swine. He started life as a dockyard apprentice in the early Fifties, and after passing out, went to Australia gold-digging. After arduous labour, fortune smiled on him, but only for a time. The lessons of thrift were forgotten in the insane desire to squander his hard-earned wealth. For a brief period he lived as a man of affluence and wealth, spending right and left, till his last cent gone, he became a beggar. He commenced to work again, and saving a hundred pounds or so, made his way to America as a steerage passenger. Here, too, fortune favoured him and from a rag and bone merchant he became the owner of a store in Chicago. His experience in Australia taught him the lesson of thrift, and he came back to China a wealthy man. He married and settled down and had a son. The spirit of gambling, however, seized him and a month's attendance at the fan-tan tables ended in his becoming a beggar for a second time. Nothing daunted he tried a third time, to amass a fortune in China. He succeeded and became a respected citizen. He came to Hongkong and the lure of the white lights at West Point worked his undoing. His son was sent to work in the dockyard and misfortune overtook him. The son broke his leg and became a cripple. Where he has gone the father does not know, nor does he seem to care. Bereft of money, of family, of friends, the man to-day seeks alms, too old to turn his hand to making another fortune by work.

When he was charged, yesterday, the Court was informed that he had been sent away on three occasions, but persisted in returning. When asked why, the man in perfect English said: "I am too old to work; my son is a cripple and has gone away. Give me a chance. God will bless you and make you happy."

The Magistrate fined the man \$2, and told the Police to see that he is sent back to Canton. The alternative was five days' imprisonment.

"Five days in prison," muttered the man as he left the dock, shouldering a bamboo pole. "Five days, well, I am going to fight."

HONGKONG UNIVERSITY
DINNER.

DISTRIBUTION OF PRIZES.

An enjoyable evening was spent in Lugard Hall on the occasion of the third Annual Dinner on Tuesday. Among those present were Professors Jordan, Smith, Hinton, Earle, Wright, Redmond, Rev. Dr. Pearce, Rev. C. B. Shann, Dr. V. N. Adlenza, Dr. J. Fenton, Dr. S. C. Ho, Messrs. N. T. Mackintosh, Shashi Hau, H. M. Siu, and A. H. Rumjahn.

After the patriotic toasts had been duly honoured, Prof. Hinton proposed the toast of "The University" to which Prof. Jordan, in reply, said it is necessary to train up the body as well as the mind, and in no place could the students do better in this respect than in the hostels and on the athletic ground.

Mr. Mackintosh, in proposing "Lugard Hall," asked whether the fact that he knew that Hall so intimately was the reason why he was called upon to make that toast. He referred to the many activities of the hostel, and considered that the residents had every reason to be proud of their ability to maintain the excellent traditions of Lugard Hall. He referred to the esprit de corps which existed in the Hall. He wished the Warden, Prof. Warren, a happy holiday in the Homeland and expressed the hope that he would return as Warden.

Prof. Warren replied for the Hall, referring to the fact that he was shortly going on leave. He had found his Wardenship a most pleasurable one and it was a position which he would relinquish reluctantly. He would always remember the happy time he had with the students of the Hall.

Mr. K. C. Cheam suitably proposed the health of "The Guests" and Prof. Smith replied in a humorous speech.

A distribution of prizes by Prof. Jordan, to the winners of the Hostel tennis, ping-pong, and chess tournaments brought the function to a close.

MAGISTRACY PARS.
ASSAULTING A HOUSE-BOY.

Mr. J. A. C. V. Ribeiro was ordered, yesterday, to pay a sum of \$50, in addition to \$9 due as wages to a boy whom he severely assaulted with an umbrella.

SQUEEZE.

The Chinese constable who was charged with violation of duty by going aboard a junk and demanding \$20 to hush up an infringement of the Arms Ordinance, was yesterday, fined \$100.

AMMUNITION.

Two Japanese were fined \$500 each at the Magistracy, yesterday, for being in unlawful possession of 14 revolvers and 1,400 rounds of ammunition. The contraband was discovered on the *Kitana Maru*.

ATTEMPTED ARMED ROBBERY.

The three Chinese, charged with an attempted armed robbery in Kowloon city, have been remanded. Evidence showed that the men fired their revolvers in the air to frighten their pursuers.

RETURNED BANISHEE.

A Chinese was charged, yesterday, with returning from banishment before the expiration of his term.

He was banished in December, 1914, after serving various terms of imprisonment for larceny. The period of banishment was for ten years.

He was sentenced to twelve months' hard labour and four hours' stocks.

ALLEGED POSSESSION OF HOUSE-
BREAKING IMPLEMENTS.

A Chinese was charged, yesterday, with being in possession of a house-breaking implement.

Two men were seen by a Chinese detective in Queen's Road, Central, early yesterday morning, acting under suspicious circumstances. He went up to the men and told them he intended to search them. One of the men ran away and the second one was seized by the detective. Underneath his sock was found what was described as a "crowbar."

Defendant said that he was a good man and could bring evidence to substantiate that statement. He used the "crowbar" for breaking up cargo on the Coast steamers.

Mr. Smith remanded the case to enable the man to produce his evidence.

AFTERMATH OF AN ARMED
ROBBERY.

A Chinese was charged, yesterday, with stealing an opium pipe.

Defendant stated that he bought the pipe for \$4.50 and finding it did not suit him, he tried to sell it for \$15.

Inspector Cashman stated that on March 30th an armed robbery took place at 238, Queen's Road Central and among the things stolen were two opium pipes. The master of the house informed the Police and gave a description of the pipes to the pawn brokers, telling them to detain any man who came to pawn, such an article. On Monday afternoon defendant went to a pawnshop with the pipe and was arrested.

After evidence had been given, Mr. Smith said there seemed some doubt as to whether defendant knew the pipe was stolen when he bought it. He discharged him.

CHINESE AERIAL ROUTES.

ARRANGEMENTS FOR ITALIAN
AVIATORS.

In view of the approaching arrival in China of Italian flying machines on their way to Tokyo, the Chinese Government has submitted to different provinces a temporary agreement concluded with the Italian Minister in Peking concerning the flight over Chinese territory.

According to the agreement, the routes prescribed for the flight are as follows:—

1. From Canton to Tsingtao along the coast of Foochow, Shanghai and Lianchiangchen, and then toward Tientsin along the Shantung railway, whence turning northward to Peking, via Peiho and Tientsin along the Peking-Mukden line.

2. From Peking to Shanghai via Tientsin and Yungping, and then turning eastward along the Peking-Mukden line across Siao-liangho, and to Antung via Tientsin, Tachibachoo, Heiyen, Tatyung and Lungmiao.

THE CALCUTTA SWEEP.

The Government of Bengal is reported to have decided that public rallies are illegal and must be discontinued. This decision has caused much regret, as many desiring Christmas charities in Calcutta, which annually raise money by this means, will be "hard hit," especially Catholic Orphanages, etc. The question naturally arises, if rallies are prohibited what about the Derby Sweep? *Strait Times*.

THE DENNISTON PLAYERS.
"THE THIRD DEGREE."

After two nights of genuine farce and wholesome comedy, the Denniston Company, last night, proved beyond all doubt their dramatic ability when they presented Charles Klein's most successful play, "The Third Degree." We must admit that the theatre-going public of Hongkong, as a body, do not favour drama. They prefer the farces; hence the audience last night was not as large as it should have been. When, shortly after his arrival here, a reporter of the *Daily Press* hinted to Mr. Denniston that Hongkong does not take kindly to anything approaching heavy drama, Mr. Denniston replied briefly: "We cannot always have the same menu. It would be boring." Be that as it may be, Mr. Denniston will doubtless be prepared to admit that he could have filled the theatre if he had presented a farce with some delicately suggestive title. Nevertheless, those who saw the "Third Degree" cannot but have applauded Mr. Denniston's resolve to change the "menu."

Those who were present last night went away thoroughly pleased with the performance, for it showed many of Mr. Denniston's talented company in a new light. The play claims to be a thorough exposure of the methods of the American Police Department and the iniquitous "third degree" which they employ to extract confessions from criminals. The methods were, of course, a revelation to the audience, though the American Police are perhaps more discreet than any other Force in the world. Needless to say, the play abounded in tense situations and scenes of suppressed emotion. To the genuine relief of many, it was interspersed with many an amusing quip or a smart jest. These served to soothe frayed nerves.

The play was a personal triumph for Miss Warda Howard, who took the part of Miss Howard Jeffries (jr.) the wife of the man accused of a murder he never committed and from whom the Police extracted a confession by using the "third degree." Miss Howard's portrayal of a part that called for the most stressful emotion and pathos was wonderful, and it is doubtful whether any actress who has visited Hongkong in recent years has made such a success of a part as Miss Howard did last night. As the pleading or the inexorable wife, the desperate or the well-satisfied girl, Miss Howard played on the emotions of the audience in a manner that will make the presentation of "The Third Degree" a memorable one. Mr. Reynolds Denniston as the "cleverest lawyer in the country" was extremely good. Two other members of the cast acquitted themselves with the greatest credit—Mr. W. Augustin, as Captain Clinton, the Police Captain, who we hope is not typical of his class, and Mr. Reginald Wykeham as Mr. Howard Jeffries (sr.), the father of the man who had so grievously suffered from the ministrations of the Police. Miss Pressy Preston had a very exciting part, "the lady with a past." She proved to be a realistically hysterical woman.

Tonight, the Company is presenting "Friendly Enemies" a comedy drama which is considered one of the Company's greatest successes. It ran for many months in London under the caption of "Uncle Sam" and has the reputation of having had the longest "run" of any play in New York during the 1918-19 season.

SILVER CURRENCY AT HOME.

The Chancellor of the Exchequer, in a written answer to Mr. Stewart, says that the estimated amount of silver subsidiary coinage per capita of the population held in the United Kingdom before the war was approximately 13s.; the amount of silver purchased and coined during the war was about £23,000,000 (net) face value; and the estimated amount per capita in the hands of the public at the present time is about 27s. 6d. He does not think the increase of the subsidiary coinage, which is legal tender up to a very limited amount (40s.), has any appreciable bearing on the increase of prices, of which it is a consequence rather than a cause.

MEXICO'S SILVER OUTPUT IN 1919.

Mexico's silver output during the calendar year of 1919 amounted to approximately 75,000,000 ounces, of which 33,000,000 ounces were refined in Mexico, according to unofficial estimates received by the Department of Commerce. Of the 33,000,000 ounces of silver refined in Mexico, it was said, 3,000,000 ounces were retained in Mexico for coinage purposes, and the balance of 30,000,000 ounces were exported, "practically" all to the United States.

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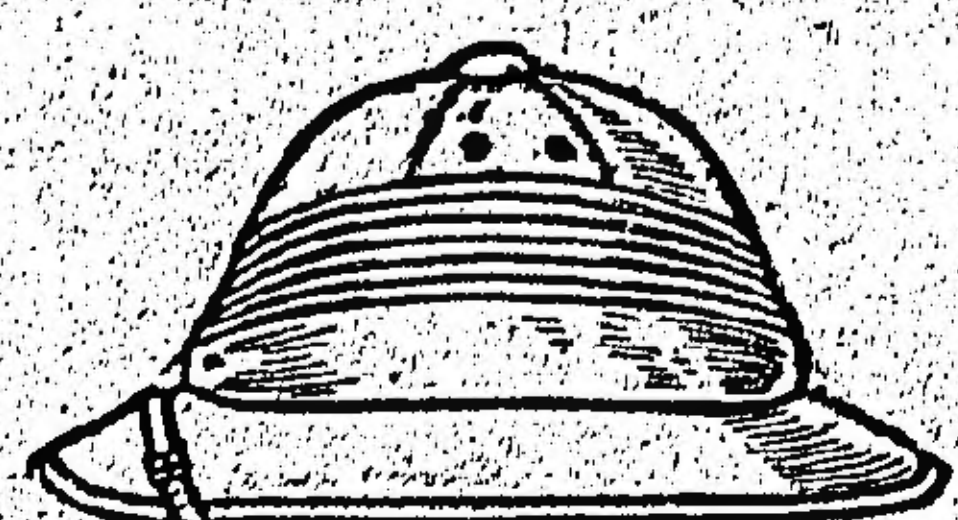
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PROFESSIONAL PAIRS COMPETITION. Members are reminded that entries close on the 2nd May. Hongkong, April 28th, 1920. [836]

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HONGKONG DOG AND POULTRY SHOW. 1920.

will be held
(By kind permission of the STWARDS of the JOCKEY CLUB) at HAPPY VALLEY.
On SATURDAY, MAY 1st, From 2 P.M. to 6 P.M.
Judging takes place at 3 P.M.

No Dog or Bird will be allowed into the show or taken away without reference to the Steward.
Admission ——— \$1.00. 828

ROYAL HONGKONG YACHT CLUB. NOTICE.

BATHING SEASON.
THE GENERAL COMMITTEE has decided to again throw the Club House open from May 1st, to certain approved persons who are not Members of the Club. Applications for Bathing Membership should be sent to either of the undersigned.
By Order,
E. W. CARPENTER,
D. K. BLAIR, F.W.D.
Lowe, Bingham & Matthews. 781

WANTED.

LADY travelling on S.S. "NORR" about Middle May, to help with two children from Singapore to London, part passage.
Apply—
Box No. 818, Care of "Daily Press" Office. 818

WANTED.

GENTLEMAN requires LESSONS in Spanish.
Reply to—
Box No. 818, Care of "Daily Press" Office. 818

WANTED.

FIRST CLASS European STENOGRAPHER and TYPIST. Knowledge of Insurance work an advantage. State salary required.
Apply to—
Box 750, Care of "Daily Press" Office. 750

A. G. DA ROCHA. IS THE AUCTIONEER.

A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 5323.

FAVOURED with instructions from The Concerned, will sell by Public Auction, TO-DAY (THURSDAY), April 29th, 1920, at 2.15 P.M., at his Sales Room.

HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Cushions, Crochery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths, Handkerchiefs and a long line of Sundries.
Terms:—Cash on Delivery.

A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2323.

FAVOURED with instructions from The Concerned, will sell by Public Auction, on SATURDAY, May 1st, 1920, at 2.30 P.M., at his Sales Room, Queen's Road Central (Old Post Office Building).

Comprising:—
Blackwood Furniture, Brass and Iron Bedsteads, Tables, Carpets and Rugs, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Table, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Effects, Crochery, Glassware, Ornaments, Cabinet, Oak Bookcase, Dinner Wagon, Dining Chairs, Silver Ware, Clocks, Machinery, Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric goods and a long line of Sundries.
Catalogues will be issued.
Terms:—Cash on delivery. 83

INTIMATIONS

NOTICE.

WE have This Day REMOVED our OFFICE to No. 29, QUEEN'S ROAD CENTRAL, (Old Supreme Court).
E. E. W. RICOU & CO.
Hongkong, April 28th, 1920. 816

HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that CERTIFICATES in connection with New Issue of Shares are now ready and may be had at the Company's Office, St. George's Buildings, on application upon surrender of Banker's Receipt.
GIBB, LIVINGSTON & Co., Agents.
Hongkong, April 28th, 1920. [816]

THE HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM MAY 1st, 1920, the Price of Current for LIGHTING and FANS will be reduced to 10 cents per Unit.
Discount will remain as before.
GIBB, LIVINGSTON & Co., Agents.
Hongkong, April 28th, 1920. 817

G. R.

LEAD, CASKS, CASES, ETC.

TENDERS are invited for the purchase of a quantity of Lead, Casks, Cases and Wood Batten.
The material may be seen on application at the Naval Yard, Hongkong, between the hours of 9 A.M. to 12 Noon and 1.45 to 4.45 P.M., on April 29th and 30th.
Tenders should be lodged in the Commodore's Office by Noon on 5th May, 1920. Forms of Tender may be obtained on application to the undersigned.
H. G. LOWE,
Naval Store Officer,
Hongkong Yard.
Hongkong, April 28th, 1920. 819

TO LET.

A SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. 89

FOR SALE.

A REFRIGERATING PLANT complete and ready for use. In first-class condition.
Manufactured by Messrs J. & E. HALL, Ltd., Dartford, Kent (No. 6, V.M.T. C. O. 2, Machine).
Also a quantity of Spare parts.
Apply by letter—
D.S.C.,
Care of "Daily Press" Office. 799

STEAM LAUNCH FOR SALE.

OUTLINE SPECIFICATION.

| | |
|----------------------------------|------------|
| Length over all | 55 feet |
| Beam extreme | 11' 1 inch |
| Depth of Hold | 8' 6" |
| Gross Tonnage | 22.01 |
| Net Tonnage | 10.27 |
| Cylinders | 8" & 12" |
| Boiler | 9" |
| Boiler of Steel Round Horizontal | |
| Multi-tubular | |
| Diameter of Boiler | 4' 6" |
| Length of Boiler | 8' 5" |
| Working Pressure | 120 lbs. |

For further Particulars, Apply—
GORDON & COY.,
St. George's Buildings. 750

REPULSE BAY HOTEL.

SATURDAY, MAY 1st.

TEA DANCING FROM 4 P.M. TO 7 P.M.
DINNER DANCE FROM 8 P.M.

SUNDAY, MAY 2nd.

Orchestral Concerts during Teina and Afternoon. 810

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "NOVARA"
Arrived Hongkong on April 27th, 1920.
FROM LONDON, PORT SAID, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THREE AM in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, April 27th, 1920. [824]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "LAKE FIELDING" VOY HOME, FROM CALCUTTA via RANGOON, PENANG, SINGAPORE and RAIGON.

THE above-mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of the Imports and Exports Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Apr. 29th, at 10 A.M., and April 30th at 10 A.M.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after Apr. 30th, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP COMPANY, Agents, U.S. Shipping Board.
Hongkong, April 28th, 1920. [810]

NOTICE TO CONSIGNEES.

S.S. "WEST INSKIP" VOY 2-OUT, FROM SAN FRANCISCO via JAPAN, PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above mentioned Ports with cargo, S.S. "COLOMBIA" Voyage 14-OUT, Consignees of Cargo are hereby informed that their Cargo will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk and expense.

Consignees are hereby notified that Cargo transferred from the S.S. "COLOMBIA" to the S.S. "WEST INSKIP" at Yokohama will be subject to such Cargo can be given their consignee General Average contribution of 10 per cent. of the invoice value of the Goods.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns, where Cargo ex S.S. "COLOMBIA" will be examined by Messrs. GODDARD & DOUGLAS on April 29th, at 10 A.M., and Cargo ex S.S. "WEST INSKIP" will be examined by the Company's representative on April 30th at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 3rd, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL STEAMSHIP CO., Hotel Managers.
Hongkong, April 28th, 1920. [820]

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO and STRAITS.

THE Motorvessel.

"GLENADR"
Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, where and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st May, 1920, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. GODDARD & DOUGLAS on 1st May, 1920, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 24th April, 1920. [812]

NOTICE TO CONSIGNEES.

The Steamship "AFRICA"
FROM TRIESTE, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, where and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th May, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th May, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd May, at 10 A.M., by Messrs. GODDARD & DOUGLAS.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
Hongkong, April 27th, 1920. 825

INTIMATION

WATSON'S

effervescing

LIVER SALTS

taken in the morning will quickly relieve that slight derangement and impart a feeling of health, vigour and exhilaration.

SOLE AGENTS:

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

BIRTH.

OTTEN—On April 27th, at Tjibatee, No. 38, The Peak, to Mrs. G. OTTEN, a daughter. [829]

HONGKONG OFFICE: 104, DES VOUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 19TH, 1920.

RE-ECHOES OF JUTLAND.

ALTHOUGH it is four years since the historic battle of Jutland, only one book, and that recently published, gives the German point of view of the famous engagement. The author of this latest contribution to naval history is Commander VON HASE, who himself took an active part in the fight. He is, apparently, well qualified to write upon modern naval affairs, and especially upon the details of Jutland as they appeared from the German point of view. He was the chief gunnery officer of the *Derfflinger*, which ship was in the German squadron under Admiral Hipper. When the *Lutetia*, which was the flagship, was disabled, VON HASE was in the leading ship. He tells an amazing story of how the *Derfflinger* escaped in an almost incredible manner, and so he escaped, to tell the tale. Now that the war is over we may almost be glad that such an eyewitness survives. We can never forget the desperate and atrocious maritime acts of the German Navy, but we can realize that future historians will be thankful for the narrative of VON HASE. We accept it, also, with considerable interest. It may have its use in preventing further wild ambitions of non-maritime peoples. We never shall understand the curious psychology of the Germans. Just consider, for a moment, this rising naval officer in charge of the gunnery of a most important warship. Apparently his thoughts, before the battle was joined, were concerned with the historical, or scientific aspect of the fight. He had made most elaborate arrangements for securing an accurate record of this engagement. He had trained a reliable petty officer to take down every order given by him during the battle, as well as all sorts of other data, such as time and angles at which the guns

were trained. We can imagine these two rehearsing in anticipation of the fight and entering the battle, not in the hot-blooded spirit of adventure of the old Elizabethan heroes, such as DRAKE, but in the cold-blooded spirit of the scientific investigator who sets out to prove the causes as well as the results of certain operations. VON HASE had instructed every turret captain and his own assistant officers to make all possible records. It seems almost incredible that, in the face of what must have seemed certain death, this German naval officer and his assistants could have gone on recording times and angles when their lives hung upon the promptness with which they handled their guns or carried out orders. Another curious thing is that although the KAISER was the first individual to apply the word "Hun" to the Germans, VON HASE bitterly objects to the term. But it will live in history longer than the elaborate details about mechanism recorded by VON HASE. In Admiral LORD JELlicoe's controversial book, "The Grand Fleet"—which some people think it was a mistake to publish—there is a suggestion that the British armour-piercing shell in use at Jutland was inferior to that of the Germans. On the other hand, recent evidence, as given by experts, throws doubt on the assertion. But it is worth noting that, owing to the range of about twelve miles which separated some of the ships, the shells descended at a steep angle, very much as in the case of a projectile from a howitzer. It is thus evident that deck protection in modern naval fighting is quite as important as side armour. It was only elaborate protection that enabled four of the German battle cruisers to regain harbour after the terrific hammering which was given to them at Jutland. No doubt we shall have more details of the great fight, as autobiographies or other contributions by eye-witnesses appear. The battle is much more difficult to follow in detail than is the historic fight at Trafalgar. Some of us remember the consternation with which we read the first news of the engagement. As the details leak out we are glad to find additional evidence of British pluck and nautical efficiency. The last book issued, that by VON HASE, admits these attributes.

Mr. C. A. Hooper, of Messrs. Johnson, Stokes and Master, and Mrs. Hooper returned to the Colony by the *Navara*.
Two cases (two deaths) of cerebro-spinal fever, two cases (one death) of plague and one case (one death) of small-pox were reported in the Colony on Monday.
A godown belonging to Messrs. Jardine, Matheson & Co. at Ichang, was gutted by fire on the 13th inst. The loss is estimated at over Tls. 200,000.
Canton having provided itself with some new roads, has now a motor-car garage, situated on the new Bund, near the Shamoen French Bridge. This new enterprise has been started by Mr. A. Pires Pereira, and one of the earliest patrons of the garage was Lady Stubbs, during a recent visit to Canton.
There are ample signs here, says a Madras message that China is getting restive owing to the large quantity of Indian opium, which is reaching China, and which is undoubtedly smuggled from here, certainly with the connivance of people of position, who purchase it wholesale. It is probable that representations will be made to the British Government very soon.
Someone who has revisited Singapore after an absence of twenty years has contributed his "impressions" to the *Singapore Free Press*. The purport of them may be gathered from the following introductory lines:—"I lived in Singapore for two years, 1899 and 1900 and hated it; I have lived and escaped with my life after four days in Singapore in 1920, and now I loathe it. I am sick with the reek of filthy lucre. There is far too much money in Singapore; there is so much that it apparently has no value (judging by what you can get for it) and the curse of the tip, the backsheesh, the kumshaw, and the 'present' hangs heavily over the land. Extravagance is the keynote of possessing what is the best present day substitute for comfort. A bookkeeper will ask \$50 for an article worth \$20 and get it. Tomorrow he will ask \$75 or \$100 for it—and will get it. Why should he sell for less? Why should Hotels and Boarding Houses imperil their reputations by charging visitors \$4 a day, while they can get \$16, a full house with standing room only and the immediate prospect of further rises?"

An interesting development in Christian Missionary endeavour in China was witnessed in the departure from Liverpool on March 22nd on the str. *Carmack*, of 18 Irish priests, the first batch to be sent out by the Irish Mission to China.

A Peking contemporary states that the Chinese Government has decided to appropriate a portion of Boxer Indemnity Funds due to Russia to satisfy the claims of the Chinese merchants for losses which they have sustained owing to the disturbances in Siberia. Investigations are being conducted by the Government with a view to ascertaining the exact amount of losses sustained by the Chinese merchants.

Viscount Furness who is in Hongkong with his yacht *Suphrie* is the chairman of Furness, Withy and Co., Ltd.; Furness, Boulders, Argentine Lines, Ltd.; Irvine's Shipbuilding and Dry Docks Co., Ltd.; South Durham Steel and Iron Co., Ltd.; Deputy Chairman of Wearside Steel, Coal and Coke Co., Ltd.; Broomhill Collieries, Ltd.; director of several other important concerns and Lord of the Manor of Grantley.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

THE SINGAPORE JUDICIAL BENCH.

SIR JOHN BUCKNILL OFFERED AN INDIAN JUDGESHIP.

SINGAPORE, April 27th.

It is reported that the Chief Justice of Singapore, Sir John Bucknill (at one time Attorney-General of Hongkong) has been offered an Indian Judgeship.
Sir Aubrey Goodman, Chief Judicial Commissioner, F.M.S., is seriously ill. His departure for Malaya has been delayed.

[THROUGH BUTTER'S AGENCY.]

"SLAVE GIRLS" OF HONGKONG.

LONDON, April 28th.

In the House of Commons, replying to Colonel John Ward, as regards the abolition of girl slavery in Hongkong, Colonel Amery said that the law of Hongkong does not recognise the existence of the servile status. As regards Mai Tani, the Secretary of State was communicating to the Governor who was asked to consider the possibility of requiring adopted children to be registered and, after the registration, to be subject to visitation.

DEATHS ON TOBACCO AND RUBBER ESTATES.

LONDON, April 28th.

In the House of Commons, replying to Mr. Spoor, Colonel Amery said that the British North Borneo Company will be asked to submit a return showing the death-rates upon the tobacco and rubber plantations during the last five years.

HONGKONG LEGISLATIVE COUNCIL.

TWO CANDIDATES IN THE FIELD.

There is to be another election shortly—for the vacancy on the Legislative Council caused by the temporary absence from the Colony of the Hon. Mr. H. E. Pollock, K.C., member representing the Justices of the Peace.

The election takes place at the Registrar's Office, Supreme Court, on May 5th.

Mr. A. R. Lowe is proposed by Mr. J. Scott Harston and seconded by Mr. F. Smyth.

Mr. T. F. Hough is proposed by Mr. N. J. Stabb and seconded by the Hon. Mr. P. H. Holyoak.

Mr. Pollock, who leaves the Colony on May 5 is expected to return by the end of October.

HONGKONG HARBOUR AND BIG SHIPS.

ARRIVAL OF THE "AMERICAN."

The largest ship that has ever entered Hongkong harbour came in yesterday between two and three o'clock. She is the old Hamburg-America liner, *America*, now called *American*, built in 1906. Her gross tonnage is 22,622, length 598ft., breadth 74ft., depth 47ft. Her speed is 17 1/2 knots. She was interned at New York when the war broke out and was later used by the American Government for the transport of troops across the Atlantic. She is now carrying 5,430 Czechoslovak troops home from Vladivostok. It may be added that her crew numbers 452.

The *President Grant*, another former Hamburg-America liner, is engaged in similar service, and is expected here very shortly. Her gross tonnage is 18,072, and her dimensions are: Length 560 feet, breadth, 68 feet; depth 43 feet; her speed is 14 knots.
For purposes of comparison we give following figures of the Great Northern S.S. Co.'s *Minnesota*, the largest vessel which has come to Hongkong previously: Gross tonnage, 20,718; length, 623 feet; breadth, 73 feet; depth, 41 feet; speed, 14 knots.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE SAN REMO CONFERENCE
GREAT BRITAIN AND FRANCE
REPLY TO GERMANY.

SAN REMO, April 27th.

The following is the text of the Anglo-French declaration:—

"The Allies have examined the letter of Herr Goepfert, of April 26th, presenting the request of the German Minister of War to the effect that the German Government desires to maintain a German Army of 200,000 instead of the 100,000 provided by the Treaty of Versailles, declaring this necessary for the maintenance of order. The Allies wish to state at once that a proposal of this nature cannot even be examined so long as Germany fails in the most important obligations of the treaty and does not proceed with disarmament on which depends the peace of the world.

"Germany is not living up to her engagements in either the destruction of war material or the reduction of her effectives, or the provision of coal, or in regard to reparations, or the cost of the Army of Occupation.

"She has given neither satisfaction nor apologies for the assaults to which on several occasions members of Allied missions have been subjected. She has taken no steps as provided under the protocol to the Treaty towards ascertaining the liabilities under the head of Reparation, or towards making proposals fixing the total amount she would thus pay. Urgent as is a settlement of this nature in the interest of all concerned, she does not appear even to be considering how she is to meet the obligations as and when they mature.

"The Allies do not ignore the difficulties with which the German Government is faced, and do not intend to insist upon too literal an interpretation of the Treaty, but they are unanimous in declaring that they cannot permit the continuation of these infractions of the Treaty of Versailles; that the Treaty must be executed and remain as the basis of relations between Germany and the Allies, and that they are determined to take all measures, even to the extent, if necessary, of occupation of further German territory, which may have the effect of ensuring the execution of the Treaty. They declare, on the other hand, that it is not their intention to annex any portion of German territory.

"At the same time, the Allies consider that questions raised by the infractions of the treaty of peace, and by measures necessary to ensure its execution will more easily be solved by an exchange of views between the heads of Governments rather than by an exchange of Notes. They have therefore decided to invite the heads of the German Government to confer directly with the heads of the Allied Governments, and to ask that, when they meet, the German Government present them with precise explanations and proposals on all matters mentioned above. If a satisfactory settlement is reached on these points, the Allied Governments will be willing to discuss with the German representatives any question affecting the internal order and economic well-being of Germany, but Germany must understand that the unity of the Allies for the execution of the treaty is as solid as it was for the war, and that the only method of taking her place again in the world is loyalty to execute engagements to which she has subscribed."

EARLIER CABLES.

THE ANGLO-FRENCH AGREEMENT.

SAN REMO, April 26th.

The Supreme Council has finally approved the terms of the joint Anglo-French declaration. The text will be published this evening.

According to an authoritative French source, Signor Nitti has declared himself opposed to military measures. Mr. Lloyd George and Mr. Millerand demonstrated to Signor Nitti the necessity of such a measure.

M. Huymans and Baron Matsui agreed to the Anglo-French view-point, which has triumphed.

The document will contain a passage stating that the Allies are resolved to take all measures, even the fresh occupation of a part of German territory, if necessary to assure the execution of the Treaty.

Representatives of the Allies have agreed to meet the German Chancellor at Spa.

LATEST CABLES.

CORPORATION PROFITS TAX.
MR. CHAMBERLAIN EXPLAINS ITS SCOPE.

LONDON, April 27th.

In the House of Commons, Mr. Austen Chamberlain, replying to Mr. Hood, said that the Corporation Profits Tax will apply to all limited liability companies registered in the United Kingdom whether carrying on business in the United Kingdom or abroad and whether only holding companies or otherwise. Provision, however, will be made not to tax profits derived from companies which themselves have been subject to the tax.

STRIKERS' DILEMMA.

DISOWNED BY BROTHERHOOD.

NEW YORK, April 26th.

The Brotherhood of Trainmen has revoked the charters of nine local bodies whose members participated in the recent unauthorized strike. This affects at least two thousand men.

SONORA REVOLT.

ANOTHER TOWN TAKEN.

LOS ANGELES, April 26th.

Sonora Revolutionists have captured Guaymas without meeting with any resistance.

Two hundred and fifty marines from the gunboat *Guerrero* have joined the revolutionists and towed the gunboat to Mazatlan for repairs.

There has been no disorder. Business is proceeding as usual.

MOTORING RECORDS.

SIX IN A DAY.

DAYTONA (FLORIDA), April 26th.

Tony Milton, driving a 16-cylinder car on the beach, claimed to have established six new world's records, the times being a kilometre in 4.65 seconds, 3 miles in 7.18 seconds, 4 miles in 8.14 seconds, 5 miles in 10.04 seconds, half a mile in 11.56 seconds and 1 mile in 23.55 seconds.

ASSOCIATION CUP FINAL.

ASTON VILLA BEAT HUDDERSFIELD.

LONDON, April 24th.

In the Association Cup final, Aston Villa beat Huddersfield by 1 goal to nil at Stamfordbridge.

EARLIER CABLES.

INDENTURED LABOUR IN THE EMPIRE.

DISCUSSION IN THE HOUSE OF COMMONS.

LONDON, April 26th.

In the House of Commons, during the Colonial Office debate, Colonel Seely wanted a declaration of the policy that all indentured labour would be abolished; further, that the object of the British presence in all the Colonies was for the benefit of the whole of the inhabitants, even if the majority were non-Europeans. He urged greater facilities for applications from the Dominions for Colonial Office appointments.

Mr. Jefferies emphasised the difficulties of the colour question and pointed out that Australian workers had decided to have a white Australia.

Colonel Amery said that the policy was unchanged. The Colonies were governed not in the interests of this country, or of any one section of the white population, but in the interests of every section of all the peoples living in them. The Colonies could develop their well-being and care from the Colonial Office. As regards indentured labour, Col. Amery said that the policy was not changed, but considerable progress had been made. Indentured labour had been abolished last year in Fiji, and, recently, in British Guiana. At present it existed only in one or two of the West Indian Colonies, where it was doomed to automatic extinction in a few months, when there would be no form of indentured labour throughout the Empire.

He had tried to see how far it was possible to get young Dominion ex-officers into the Colonial Service, and had got very good young officers in that way.

THE FATE OF ARMENIA.

ATTITUDE OF THE LEAGUE OF NATIONS.

LONDON, April 26th.

The Council of the League of Nations has issued a memorandum explaining its attitude regarding Armenia. It says that the League itself cannot take direct military and financial action. The best solution, which also the Armenians desire, is to find a mandatory Power, but such a mandatory was hard to find unless the Allies gave military and financial assistance, also an assurance regarding the Armenians' access to the sea.

The League Council urges the Supreme Council to state if it is willing to advance funds pending a full assembly of the League, also what guarantees are obtainable as regards access to the sea and the expulsion of Turkish troops.

LATEST CABLES.

UNREST IN IRELAND.

SOLDIERS STONED IN LIMERICK.

LONDON, April 26th.

A determined attack was made on the Cloroch police barracks in Wexford early in the morning by 300 men who incessantly fired rifles and revolvers.

A sergeant and five constables successfully defended the building. The raiders decamped after two hours' fighting.

Soldiers and civilians came into collision at Limerick last night. Stones were thrown at the soldiers and injured the pickets. An armoured car appeared and the military were drawn off.

Two hundred members of the Irish Republican Army arrived at Mill Street, Cork, early yesterday morning, in motor-cars and on bicycles and took up positions and cut telegraphs, and seized and bound six people. They removed them by motor-car to an unknown destination.

It is stated that the prisoners were suspected of being implicated in a holdup at a bank of the officials last November when £18,000 was taken. The Republicans will keep the men until they disclose the hiding place of the money.

EARLIER CABLES.

LORD ROBERT CECIL'S VIEW.

LONDON, April 26th.

In the House of Commons, Lord Robert Cecil drew attention to the state of Ireland. He said that the position was more serious than at any time in the past hundred years. Sixteen murders had been committed in the last three weeks and these crimes now averaged one daily. It was the absolute collapse of the system of civilisation guaranteeing the lives of citizens. He criticised the withdrawal of the Police from the country districts, and attributed to this the subsequent lawlessness. There was no co-ordination between the soldiers and the Police. If convictions were at present unobtainable, the law should be altered with a view to securing fairness for all parties. If necessary, prisoners should be brought to England for trial. Soldiers should be used to protect the Police. Unless the Government proved its capacity to govern, we would drift through anarchy and humiliation to an Irish Republic.

MR. BONAR LAW'S REPLY.

Mr. Bonar Law, regretting the inopportunities of the present debate, pointed out that every weapon of the law in Ireland had been enforced so far as possible. Trials in England were useless, unless evidence could be secured from Ireland. Such trials would be regarded by Irishmen as worse than a court-martial. As regards arrest without trial, he said that the system of terrorism was widespread, and it was impossible to get evidence, although in many cases the offenders were known. In such circumstances, he defied anyone to say that such persons should be allowed continued liberty to plot further conspiracies against their fellow countrymen. As regards the hunger strikers, the Government was prepared to do anything to prevent them becoming martyrs, so long as they were unable to carry on the offences under suspicion of which they were arrested.

He paid a very high tribute to Lord French, who had the Government's full confidence. The condition of Ireland was deplorable and utterly lamentable, and it was one of the first essentials that the conditions should not be allowed to continue. It was one of the tragedies in the history of the world that such a state of affairs should have arisen between Ireland and this country. The Government was determined to use its utmost power to restore decent conditions. He believed that in spite of the greatness of the difficulties, the Government would succeed. He expressed the opinion that it was already beginning to succeed. He declared that the Government was going to try and convince reasonable Irishmen, and the world, that it was dealing justly with Ireland. If the Government failed after a reasonable time (and it must be remembered that it took a long time during the previous period of unrest), after giving proof that it had done everything to restore order, then the Government ought not to continue to exist. He added that the Government had refused no powers asked for by the Irish Executive.

In view of the increased railway charges and the demands by postal employees, it is expected that a higher postage rate will be announced in the forthcoming Budget at home and that the parcel post rates will be increased by 50 per cent.

BRITISH FLEET IN THE PACIFIC.

SOME REFLECTIONS.

Apart from any question of international rivalry, the presence of a strong British fleet in the Pacific is necessary in the interests of peace. From the signing of the Armistice all eyes have been turned towards the countries of the Far East and beyond in the search for raw materials for the factories of the world. As the greatest trading country in the world, Great Britain's interests in the countries bordering on the Pacific in the East and in the islands of the Southern Pacific are likely to increase with the passing years. There are also indications that the countries in the Far East are likely to attract merchants of other nations in ever-increasing numbers in the future. It has been observed that trade, in itself, is not always a means of promoting peace between nations, particularly when some regard it as a screen for political aggrandisement. Even at this stage, the thoughts of politicians in the countries bordering on the Pacific are running in the direction of mammoth navies—much to the disconcertion of their neighbours, who have neither any navy to erect a wall of steel to protect themselves when the rivals for their trade report to the last argument of force, nor the means to create one. There are the scattered possessions of Great Britain in the Pacific which, rich and fertile, are without the protection of a powerful navy. The war has produced changes in the naval position in the Pacific which are occasioning uneasiness on the one hand, and the United States, on the other, considerable anxiety as to their safety. The changes in the relations between the countries of South America and the rest of the world which have silently taken place during the turmoil of the war, is another factor which has to be taken into account seriously when calculating the possibilities of peace in the Pacific. In short, the end of the war in Europe sees the accumulation in the Pacific of many factors likely to create a tension in the relations of the people.

A strong British navy seems to be the only means of furnishing the equipment necessary for the security of peace in the Pacific. There are, of course, the projects of the creation of a powerful Australian navy and of the revival of the Indian Navy under discussion, but they are still in the embryonic stage; and, even if they take a practical form, it is doubtful if they would exert the influence in the Pacific which an augmented China Squadron would in times of stress. It is a viable means of ensuring peace, the navy, which is a preventive measure against a sudden disturbance in the Pacific which will be more effective than a navy stationed, say, at Singapore and having, also, the additional task of policing the Indian Ocean and the Persian Gulf assigned to it.

After the war's frenzy of waste, there seems to be a reaction in favour of drastic economy, and if it happens that the naval needs of the Pacific are sacrificed at the altar of the necessity of the vast changes which have taken place in the Far East. It is as recently stated, the idea of strengthening the naval units in the Far East is abandoned on the grounds of economy, it will only be through the lack of appreciation of the work of the navy in peace-time.

Like Kipling's Tommy Atkins, the Navy is more or less forgotten after a war. It is either the Army or the Navy which attracts the attention of the advocates of cutting down expenses. Those inclined to economise their chess-playing economy in the Navy, a part of the outposts of the Empire and a visit to the men-of-war patrolling the seas in those distant parts of the world would give an insight into the work of the Navy, even if the moral effects of the presence of the Navy escaped their attention. It is the tradition of the silent Navy—good as the tradition is in other respects—which has exposed the Navy to the attacks of the fastidious in economy. As a case in point, the Hong Kong seriously realise how much they owe to the British sailors in the harbour for their work during the recent strike. Of the moral effects of the readiness with which the sailors stepped into the breach and efficiently negated the evil influences of the strike not much is heard. Imagine, however, the sailors as absent during a demonstration like a strike, and it will dawn how the Navy serves as the link with civilisation. Its absence would rob the Colony of all the amenities of civilised life at a touch.

In spite, however, of the vital part that the Navy plays in the life of this Colony the life of the men who make the Navy is a closed book. There in the harbour at a five minutes' trip by a motor-boat, for instance, H.M.S. *Cairo*, one of the latest of the light cruisers, and few in the Colony know much about the life of her three hundred odd men. To many it would come as a surprise to know that life on board the *Cairo* is a life of continuous discipline and of close study of the part which each man plays in the plan of a light cruiser. While the atmosphere is not conducive to the passing of the days *dehors* for niente, the life of the men is far from being drab and monotonous. In fact, it would be difficult to find a body of men more imbued with the *esprit de corps*—the loyalty to the chief and consideration for each other—than the men on the *Cairo*. They live in a world of their own, and as their world is hidden from the gaze of every casual passer-by and few care, or have the opportunity, to explore it, imagination, in some cases, is allowed to run riot as to what the officers and the men on board a warship do to pass the time away. For its own safety and for the safety of the Empire, there is need for more publicity as to the work of the Navy in peace-time.

J.C.E.

SCOTTISH LETTER.

BIG SALES OF CLYDE STEAMERS.

OVER £30,000,000 CHANGES HANDS.

[FROM OUR OWN CORRESPONDENT.]

March 17th.

What amount of money was involved in the recent Clyde shipping deals? An estimate gives something between £30,000,000 and £33,000,000. This is based upon a comparison of the pre-war cost per ton of vessels of the class concerned—the tramp freighter—with the present average cost.

Since 1913 tonnage generally has increased in value three-fold. A vessel selling in 1913 for £30,000 would now realise £90,000, everything being equal and the vessel in the same condition. But so keen is the competition in ownership at present, particularly from Cardiff and certain other quarters south of the Clyde where there is a company promoting boom, that more than three times the pre-war value has been obtained in some cases. A Glasgow owner is reported to have made half-a-million over a deal in four boats, all of which had been considerable service. An estimate of the present selling price per ton, pre-war and present day, obtained from a leading Clyde underwriter, is as follows:—

Pre-war 2 8 to 5 11
Present 23s to 43s

The average tonnage of the class of vessel figuring in the recent Clyde deals may be given as about 4,000 tons. Taking it at this figure, and assuming that the present price per ton has ruled in the recent transaction, it is a matter of simple arithmetic to arrive at the 30 to 33 millions estimate.

The readiness of Glasgow owners to sell out in view of such fabulous inducements can be easily understood. But it still remains to be seen to what purpose these enormous sums have poured into Clyde shipowning coffers. The suggestive hint was dropped recently by Sir Thomas Dunlop that the Clyde owners, with characteristic business acumen, had sold out at an opportune time to what he described as "the other silly jugglers," with the prospect of their re-entering the field at a later date and scooping the pool with the money thus obtained.

A LANARKSHIRE MINER'S NOVEL.

Not for many years has a novel been so boomed as "The Underworld," by James Welsh, a Lanarkshire miner. As a consequence, a big first edition was sold before the day of publication, and a second edition is being rushed through the press. Of course the low price at which it is sold has something to do with this demand; if we mistake not, it is the only new novel of the season issued at 2s. 6d.; and then it appeals to one of the most powerful industries in the country. But in addition it must be admitted that the Socialists know how to advertise their own man. Welsh dates his preface from Douglas Water, Lanark, where his people have been miners for generations, and himself entered the pits at the age of 12. Up till now he has only had a local reputation. A fairly good public speaker, he is a bit of a poet, and has contributed short writings to the press, mostly of a Socialistic tinge. The novel is a curious one in many respects; it is quite unlike anything else we can recall in Scottish literature. It is as far apart from the sentimental unrealities of the Kailyard school as "Tam o' Shanter" is from the mim-moo-d verse of the mid-Victorian era. The book, which is painfully realistic, deals with the life of a Scottish miner, as the author himself has lived it, and tells in language which has the inspiration of sincerity, the story of an unending battle with Fate, in which Fate always wins. Tragedy is continually sounded. The hero's father and brother are killed by a collapse of pit walls; his sweetheart falls into disgrace and dies; his two younger brothers are imprisoned in a flooded mine, and he himself is trapped in an endeavour to rescue them. Of course we have an occasional glimpse of Bob Smillie—no story of Scottish life, and above all Lanarkshire mining life would be complete without him—and it is plain that Welsh worships the great leader of the Scottish pitmen.

NEW BROCKLEBANK STEAMER.

Messrs. Lithgows, Ltd., Port Glasgow, have launched the cargo steamer *Mamur* which they have built for Messrs. T. and J. Brocklebank, Ltd., Liverpool. The dimensions are—length, 500 feet; breadth, 63 feet 9 in.; depth, 37 feet; and dead-weight carrying capacity, 13,000 tons.

WAR OFFICE DISCUSSION.

Sarcastic reference to the circumlocution office methods of the War Office was made by Lord Sands in giving judgment in a case in the Court of Session. Apparently, said his lordship, while we were in the throes of a great war, when a Chief Medical Officer required the advice of an architect, were it only about the introduction of a stove, the proper course was that this Chief Medical Officer should communicate his request to the D.D.M.S., who, if he approved, would transmit it to the Q.M.G. who would lay it before the B.G.A., who might instruct the S.O.R.E., who would communicate with the O.R.E., who would detail an engineer officer, with architectural knowledge, if there was one available, to advise the C.M.O. Apparently if such an officer was not available, either the matter must wait or else it must find its way back round the alphabet in order that the D.D.M.S. might be able to transmit to the C.M.O. the B.G.A.'s authority to, namely, an architect as to whether a stovepipe should be carried through the wall or up the chimney. But (added Lord Sands), we can imagine with a sigh of relief, we won the war.

(Continued at foot of next column.)

CHINA'S FINANCIAL SITUATION.

\$270,000,000 DEBTS.

The Ministry of Finance has prepared a detailed report on the financial situation of the Government. It says that from the 4th to the 7th Years of the Republic the arrears owing to the various Government Departments were \$30,000,000; and in the 7th and the 8th Years the debt owed to the military Departments alone was "ordinary" \$17,000,000 and "extraordinary" \$30,000,000; to the Administrative Department, \$15,000,000; and to the Bank of China and the Bank of Communications \$20,000,000, exclusive of the foreign and domestic loans concluded from time to time amounting to more than \$130,000,000. Thus the total amount of debts is \$270,000,000. The monthly receipt of the Central Government is only \$6,000,000, while the expenditure exceeds \$16,000,000.

The policy of the Ministry is to exercise economy unsparingly, and to raise means to meet the loan obligations. All the superfluous organs and officials are to be dismissed without any further delay. The payment of the debts or arrears contracted before the 7th Year will be postponed until the financial condition becomes normal. The debts due to the Military Departments are to be paid in bonds of the Domestic Loan or in Treasury Notes. The terms of the foreign or domestic petty loans should be extended; but the small advances made by the native banks both in the Capital and the provinces should at once be repaid on account of the financial stress of the market. Reforms are to be introduced into all collecting offices and new taxes imposed. In order to reduce the monthly deficit, the Government will introduce the following reforms; 1. The reduction and disbandment of superfluous troops; 2. the construction of highways all over the country; 3. the construction of factories of all kinds; 4. the reclamation of waste lands; and 5. the introduction of universal education.

The construction of highways and the reclamation of waste lands will provide the military expenditure to a great extent. If the above be put into effect, the monthly deficit of the Central Government will be reduced to \$6,000,000 for the time being, and after four months the Government will be able to make both ends meet. It is estimated that in order to carry out the above reforms a sum of \$50,000,000 should at once be raised.—Peking Daily News.

PERSONALIA.

Lord Astor lately acquired a large slice of the island of Jura. He is to drain it, keep cattle and sheep, build a pier to import and export the live stock, and erect cottages. Lord and Lady Astor, with their family, propose to spend a portion of each autumn on the island, and will live in the lodge used by the abutting tenants.

Some remarkable rumours regarding Mr. Winston Churchill are going the rounds. Most of them are hardly credible, but some of them are quite interesting. One states that he is being pressed to accept a Governor-Generalship that falls vacant this year. Another is that India will be made aware of him by the Viceroyship. And a third sends him to Lord Buxton's post in South Africa. "You pass your money and you take your choice."

The marriage of Miss Peggy Tennant is postponed "owing to unforeseen circumstances." In other words, an operation for appendicitis. The bride-elect has a great resemblance to her step-nieces on the maternal side, and is the eldest of the half-sisters of Mrs. Aquil and Lord Glenconner.

The Tennants and the Aquils are affected by two recent deaths of two well-known women. One was Lady Manners, the mother-in-law of General Arthur Aquil; the other Mrs. Percy Wyndham, the mother of Lord Glenconner, and also of course of Lady Wenysse. There have been no fewer than four marriage connections between the Tennants and the Wyndhams.

THIS WEEK'S STORY.

The Rev. C. W. G. Taylor, speaking at Stewart's College Club dinner, said that one day during the war he was walking along Princes Street when he fell in with an old school fellow. They chatted for a time about the old days, and just as they were parting his friend asked, "Well, what are you doing now, where are you?" Mr. Taylor told him he was now minister of St. George's in Edinburgh. The friend looked for a moment, and then answered, "Man, how greatly you must have changed!"

MISCELLANEA.

It is announced that £25,000 has been subscribed for the Black Watch Memorial, a figure fully £5,000 in excess of the sum originally aimed at.

Mr. R. C. Cowan, of Musselburgh, who lost his two sons in the war, has planted a tree near the mouth of the Esk for each man of Musselburgh and Inverack who fell in the war.

At the Dockers' Inquiry a witness said he had made a "sacrifice" during the war: he had porridge every day for breakfast.

An Oriental Society has been formed in Edinburgh, with the object of promoting a better understanding of the East by the West and the dissemination of Western knowledge in the East. Sir William Mitchell Ramsay is the first chairman.

HONGKONG INCIDENT.

An engagement is announced between Wilfred Clarke, Hongkong, and Janet Marion Anderson, daughter of Mr. and Mrs. Laing, Newmarket, Hawick.

OBITUARY.

At the Royal Infirmary, Edinburgh, on the 11th, inst., Elizabeth, Lady Davidson, wife of George Blair, Esq., of Manilla, Philippine Islands, and Hongkong.

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| SHANGHAI | "SENKANG" | On 29th April Noon. |
| SHANGHAI & NEWCASTLE | "TIENTSIN" | On 29th April 4 P.M. |
| WINGATZ, CHEFOO & TIENTSIN | "KUEIKOW" | On 1st May 4 P.M. |
| SHANGHAI and TIENTSIN | "YINGHONG" | On 1st May 10 A.M. |
| HAIPHONG | "KAIFONG" | On 2nd May 10 A.M. |
| SWATOW & BANGKOK | "CHUSAN" | On 4th May 10 A.M. |
| MANILA, Cebu & ILOILO | "TAKING" | On 4th May 4 P.M. |
| AMOI, SHANGHAI & FUKOW | "ICHANG" | On 4th May 4 P.M. |
| SHANGHAI | "SUNNING" | On 8th May Noon. |

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| "HAILONG" | ... Capt. Ed. Walker | TUESDAY, 4th May, at 2 P.M. |
| "HAIHONG" | ... Capt. W. O. Passmore | FRIDAY, 7th May, at 2 P.M. |

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| "DUNERA" | 8,400 | 13th May. | Singapore, Colombo & Bombay. |
| "NOVARA" | 7,000 | 23rd May. | Marseilles, London & Antwerp. |

BRITISH INDIA-APCAR SAILINGS (South)

| | Tons | From Hongkong (about) | Destination |
|----------|-------|-----------------------|------------------------------|
| "MUTTRA" | 4,700 | 14th May. | Straits, Rangoon & Calcutta. |

EASTERN & AUSTRALIAN SAILINGS (South)

| | Tons | From Hongkong (about) | Destination |
|--------------|-------|-----------------------|---|
| "ST. ALBANS" | 4,500 | 2nd May 11 A.M. | For Sydney via Manila, Samsan, Thursday Island, Cairns. |
| "EASTERN" | 4,000 | 19th May | Townsville and Brisbane. |

SAILINGS TO SHANGHAI & JAPAN

| | Tons | From Hongkong (about) | Destination |
|-----------|-------|-----------------------|---------------|
| "EASTERN" | 4,000 | 30th April | Japan direct. |
| "DUNERA" | 8,400 | 1st May 11 A.M. | Shanghai. |

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| SHINYO MARU | 9,000 | June 17th. |
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| | "PORTHOUS" 10,000 | On or about 15th May |
| | "AMAZONE" 10,000 | On or about 8th June |

| | | | |
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|---------------|-----------------------|
| "PANAMA MARU" | ... Friday, 28th May. |
| "TACOMA MARU" | ... Middle of July. |

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

| | |
|--------------|-------------------------|
| "SIAM MARU" | ... Tuesday, 11th May. |
| "LUZON MARU" | ... Saturday, 15th May. |

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

| | |
|---------------|------------------------|
| "SHISEN MARU" | ... Saturday, 1st May. |
|---------------|------------------------|

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

| | |
|----------------|-----------------------|
| "MITSUKI MARU" | ... Monday, 7th June. |
|----------------|-----------------------|

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

| | |
|----------------|-------------------------|
| "AFRICA MARU" | ... Saturday, 32nd May. |
| "CHICAGO MARU" | ... Saturday, 5th June. |

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOI—Three steamers

have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" ... Sunday, 2nd May.

For TAKAO via SWATOW and AMOI.

"SUBU MARU" ... Thursday, 6th May.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager, No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

| Steamer | Arr. Hongkong from Australia | Le. Hongkong for Australia |
|----------|------------------------------|----------------------------|
| "TAIWAN" | 18th May | 24th May |

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Lights throughout and Electric Fans in the Saloon. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

| FROM | PER | DUE |
|--------------------------------|--------------|-------------|
| STRAITS and CALCUTTA | Tenaka Maru | 29th April. |
| SHANGHAI | Tambo Maru | 30th April. |
| AUSTRALIA, MANILA and SANDAKAN | Eastern | 29th April. |
| JAPAN | Nikko Maru | 29th April. |
| STRAITS and CALCUTTA | Yokofu Maru | 30th April. |
| JAPAN | Danosa | 30th April. |
| STRAITS | Shiobara | 30th April. |
| JAPAN | Ichang | 30th April. |
| SHANGHAI | Chindaro | 30th April. |
| SAIGON | Seijo Maru | 1st May. |
| JAPAN | Lake Onawa | 2nd May. |
| EUROPE (via NEGAPALAM) | Yamaoka Maru | 3rd May. |
| JAPAN | Totomi Maru | 3rd May. |
| BOMBAY | Toyo Maru | 5th May. |
| STRAITS and CALCUTTA | Fukuzi Maru | 7th May. |
| BOMBAY | | |

| FOR | PER | DATE |
|--|------------------------------|--|
| Haiphong ... | <i>Shinyue</i> ... | Thursday, 29th, 8.00 A M |
| Swatow and *Straits ... | <i>Danchoon</i> ... | Thursday, 29th, 10.00 A M |
| Japan via Moji ... | <i>Borneo Maru</i> ... | Thursday, 29th, 11.00 A M |
| Shanghai and North China ... | <i>Sinkawa</i> ... | Thursday, 29th, 11.00 A M |
| Philippine Islands ... | <i>West Kassen</i> ... | Thursday, 29th, 11.00 A M |
| Formosa via Keelung ... | <i>Shimo Maru</i> ... | Thursday, 29th, 1.00 P M |
| Shanghai and North China ... | <i>Tamatin</i> ... | Thursday, 29th, 1.00 P M |
| *Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via SUEZ ... | <i>Glenifer</i> ... | Thursday, 29th, 1.00 P M |
| Philippine Islands, Australia and New Zealand via Thursday Island ... | <i>Nikko Maru</i> ... | Friday, 30th, Registration 8.45 A M Letters ... 9.30 A M |
| Straits, Bangkok, Ceylon, Mauritius, L. Marquis, India, India via Dhanushkodi, Egypt & EUROPE via MARSEILLE ... | <i>Tamba Maru</i> ... | Friday, 30th, Registration 8.45 A M Letters ... 10.30 A M |
| Swatow, Amoy, and Foochow ... | <i>Haiching</i> ... | Friday, 30th, 1.00 P M |
| Philippine Islands ... | <i>Loongang</i> ... | Friday, 30th, 2.00 P M |
| Shanghai, North China & Japan via Kobe | <i>Cordallier</i> ... | Friday, 30th, 4.00 P M |
| Shanghai and North China ... | <i>Duners</i> ... | Saturday, 1st, 10.00 A M |
| Beigon, Bangkok and *Straits ... | <i>Shimo Maru</i> ... | Saturday, 1st, 11.00 A M |
| Weihsaiwei, Chefoo and Tientsin ... | <i>Kueichow</i> ... | Saturday, 1st, 3.00 P M |
| Shanghai and North China ... | <i>Yingchene</i> ... | Saturday, 1st, 3.00 P M |
| Philippine Is., Sandakan, Australia, New Zealand via Thursday Island ... | <i>St. Albans</i> ... | Sunday, 2nd, Registration ... 8.00 A M Letters ... 9.00 A M |
| Haiphong ... | <i>Kaifong</i> ... | Sunday, 2nd, 8.00 A M |
| Swatow, Amoy and Formosa via Keelung ... | <i>Kaigo Maru</i> ... | Sunday, 2nd, 8.00 A M |
| Shanghai, N. China, Japan via Nagasaki, Yokohama, *United States, Central and South America, and *EUROPE via VICTORIA, B.C. | <i>Swara Maru</i> ... | Sunday, 2nd, Registration 8.00 A M Letters ... 9.00 A M |
| Java and Port Moresby via Batavia ... | <i>Triparas</i> ... | Monday, 3rd, 10.00 A M |
| Japan via Nagasaki, Honolulu, *Canada, *United States, C. and S. America, & *EUROPE via SAN FRANCISCO ... | <i>Karoo Maru</i> ... | Monday, 3rd, Registration ... 9.45 A M Letters ... 10.30 A M |
| *Swatow and *Bangkok ... | <i>Chusan</i> ... | Tuesday, 4th, 1.00 P M |
| Swatow, Amoy and Foochow ... | <i>Hat. Loong</i> ... | Tuesday, 4th, 1.30 P M |
| Amoy, Shanghai and *North China ... | <i>Ishang</i> ... | Tuesday, 4th, 3.00 P M |
| Philippine Islands ... | <i>Tomano</i> ... | Tuesday, 4th, 3.00 P M |
| Swatow, Amoy, and Formosa via Takao ... | <i>Sosha Maru</i> ... | Thursday, 6th, 8.00 A M |
| Shanghai and *North China ... | <i>Sanning</i> ... | Thursday, 6th, 10.00 A M |
| SEANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, CANADA, UNITED STATES CENTRAL AND SOUTH AMERICA AND EUROPE via VANCOUVER, B.C. | <i>Empress of Russia</i> ... | Thursday, 6th, Registration ... 9.45 A M Letters ... 10.30 A M |
| Swatow, Amoy, and Foochow ... | <i>Hai Hong</i> ... | Friday, 7th, 1.00 P M |

*Correspondence bearing vessel's name only.

From Shoungwan Western Branch P. O.

| FOR | ON WEEK-DAYS | ON SUNDAY | ON HOLIDAYS |
|--------------------|------------------------|------------|------------------------|
| Canton and Samshui | 7.30 A.M. 9.30 P.M. | 9.30 P.M. | 1.30 A.M. 9.30 P.M. |
| Tai Ping Tang | 9.30 P.M. | 9.30 P.M. | 1.30 P.M. 9.30 P.M. |
| Shek Ki | 9.30 P.M. | 9.30 P.M. | 6.00 P.M. |
| Kongmoon | 8.00 P.M. | 6.00 P.M. | 6.00 P.M. |
| Kankong | 6.00 P.M. | 6.00 P.M. | 6.00 P.M. |
| | Except Saturday | | |
| Wachow | 4.00 P.M. | 10.00 A.M. | 4.00 P.M. |

A STANDARD SERIES
FOR WORKING ON CRUDE &
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USE FROM

100 B.H.P. VICKERS-PETTER USE FROM
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Sole Agents for Hongkong & South China.

| | | |
|----|------------------------------------|------------|
| ON | Lo Lo don,-- | 4/12 |
| | Telegraphic Transfer | 4/9 |
| | Bank Bills, on demand | 4/8 |
| | Bank Bills, at 30 days' sight | 4/8 |
| | Bank Bills, at 4 months' sight | 4/8 |
| | Credits, at 4 months' sight | 4/11 |
| | Documentary Bills, 4 months' sight | 4/12 |
| ON | PARIS. | |
| | Bank Bills, on demand | — |
| | Credits, 4 months' sight | 18 1/2 |
| ON | NEW YORK. | |
| | Bank Bills, on demand | 90 1/2 |
| | Credits, at 60 days' sight | 92 1/2 |
| ON | BOMBAY. | |
| | Telegraphic Transfer | 207 1/2 |
| | Bank Bills, on demand | nom. |
| ON | CALCUTTA. | |
| | Telegraphic Transfer | 207 1/2 |
| | Bank Bills, on demand | nom. |
| ON | SINGAPORE. | |
| | Bank Bills, at sight | nom. |
| | Private, 30 days' sight | nom. |
| ON | YOKOHAMA. | |
| | On demand | 18 1/2 |
| ON | MANILA. | |
| | On demand—Pesos | 135 |
| ON | SINGAPORE. | |
| | On demand | 20 1/2 |
| ON | BATAVIA. | |
| | On demand | nom. |
| ON | LI PAOING. | |
| | On demand | nom. |
| ON | SAIGON. | |
| | On demand | 23 1/2 |
| ON | SHANGHAI. | |
| | On demand | 44 1/2 |
| ON | SEVERNHOUS, Bank's Buying rate | \$ 4 15 N. |
| | Go'd LEAF 100 fms, per talen | 325.60 |
| | BAR SILVER per oz. | 65d. |

| | | |
|-------------|----------------|-----------------|
| | | Per cent. |
| Hongkong... | 20 cents piece | \$0.00 Discount |
| Hongkong... | 10 " | 1.00 " |
| Canton | 20 " | 4.90 " |
| Canton | 10 " | 0.00 Premium |

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BY
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For the **HONGKONG AND SHANGHAI BANKING CORPORATION.**
N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919. 9

INCORPORATED BY SPECIAL IMPERIAL
CHARTER, 1899.

| | |
|--------------------|----------------|
| Capital Subscribed | Yen 60,000,000 |
| Capital (Paid-up) | " 37,500,000 |
| Reserve Funds | " 7,080,000 |

HEAD OFFICE:
TAIPEH, FORMOSA.

FORMOSA—Gruen, Hager, Kalkreuth,
Lang, Makung, Nanto, Finan,
Shinchiku, Taichu, Tainan, Takow,
Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang,
Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore,
Soerabaya, Semarang, Batavia,
Bombay, London, New York.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, India, China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

THE MERCANTILE BANK OF INDIA, LIMITED
HEAD OFFICE: 15, Gracechurch St., London

Reserve Liability of shareholders 750,000
Bankers:
 The BANK OF ENGLAND.
 THE LONDON JOINT CITY & MIDLAND BANK
 LTD.
Branches:
 Bombay Hongkong Kuala Lumpur Rangoon
 Calcutta Howrah Madras Shanghai

Every description of Banking and
Exchange business transacted.
INTEREST allowed on Current Accounts
to 2 per cent. per annum on Daily Balances
and on Fixed Deposits at rates that may

Hongkong, December 12th, 1919.

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Tobacco.**

For Flavour. **NAVY CUT** For Quality

IN MILD, MEDIUM AND FULL STRENGTHS.

FROM ALL TOBACCONISTS.

This advertisement is loaned by British-American Tobacco Co., (China), Ltd.

| | | |
|--|-----|----------------|
| AUTHORIZED CAPITAL | ... | F. 250,000,000 |
| SUBSCRIBED CAPITAL | ... | F. 180,000,000 |
| PAID UP | ... | F. 75,000,000 |
| SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC | | |
| | ... | F. 50,000,000 |
| Chairman of the Board of Directors | } | André Berthelo |
| General Manager | | A. J. Pernotte |

| BRANCHES: | | |
|------------|-----------|-------------|
| Lyon | Hongkong | Yunnanfu |
| Marseilles | Hanoi | Vladivostok |
| Peking | Singapore | Foochow |
| Shanghai | Canton | Swatow |
| Tientsin | Saigon | Yokohama |
| Hankow | Haiphong | Moukden |
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Correspondents in the Chief Commercial Centres of the World.

Deposits in Local Currency, and in Gold
Terms on application.
Every description of Banking and
Exchange business transacted.
Special facilities for French exchange.
M. ROUET DE JOURNEL,
Manager.
Hongkong, April 28th, 1920.

| | |
|-----------------|----------------|
| Paid-up Capital | \$2,000,000.00 |
| Reserve Fund | 200,000.00 |

Directors:

| | |
|------------------------------|---------------------|
| Mr. Pong Wai Tung, Chairman. | |
| Mr. Chow Shou Son, | Mr. Kan Ying Po, |
| Mr. Li Koon Chinn, | Mr. Mok Ching Koo, |
| Mr. Fung Ping Shan, | Mr. Wong Yun To, |
| Mr. P. K. Kwok, | Mr. Chan Ching Shu, |
| Mr. H. Chang Lok, | |

Interest allowed on Current Deposit Account at the rate of 3 per cent. annum and on Fixed Deposits at the following rates :—

| | |
|----------------------------------|-----------|
| For 3 months at the rate of 3 % | per annum |
| For 6 months at the rate of 4 % | per annum |
| For 15 months at the rate of 5 % | per annum |

KAN TONG PO, Chief Manager.

Hongkong, February 12th, 1927. (1)

of the Republic of China on the 22nd or
November, 1917.

| | | |
|--------------------|-----|-----------------|
| Authorized Capital | ... | \$80,000,000.00 |
| Paid-up Capital | ... | 15,978,800.00 |
| Reserve Funds | ... | 3,187,400.00 |

HEAD OFFICE:--PEKING.

HONGKONG BRANCH:--20-21, Canton Road Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

Interest allowed on Current Accounts.
Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum.
For 6 months ... 4% per annum.

**THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.**

Reserve Fund \$23,000.00
Reserve Liability of Proprietors \$23,000.00

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened
FIXED DEPOSITS received for 1 year
shorter periods at rates which will be quoted
on application.

L. CROCKATT
Manager.

25-mch-27th-1920

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DOMESTIC AND FOREIGN BANK
SERVICE PROMPT.
CURRENT, Savings, and Fixed Depo-
Rates 2 1/2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825,

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London Office: 131, Fleet St

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| Sterling | 1,500,000 |
| Silver | 3,000,000 |
| Reserve Liability of Proprietors | \$15,000,000 |

Court of Directors:
 Hon. Mr. E. V. D. PAR — Chairman.
 A. H. COMPTON, Esq., — Deputy Chairman.
 G. M. EDWARDS, Esq., — Hon. Mr. J. JOHNSON,
 G. T. M. EDLINS, Esq., — A. O. LANG, Esq.

HONGKONG—A. G. STEAD, Esq.
Manager:
Shanghai—A. G. STEPHEN, Esq.
LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
& PARRET BANK LIMITED.

quoted on application) N. J. STARR,
Chief Manager
H. April 15th, 1920

| | |
|-------------------------------------|------------|
| Head Office: 15th & Bz LaSalle, Pa. | |
| Capital | Fr. 43,000 |
| Reserves | 50,000 |

| BRANCHES AND AGENCIES. | |
|------------------------|----------|
| Bangkok | Hongkong |
| Batambang | Mongtee |
| Beant | Noemee |
| Djibouti | Papeete |
| | Tamane |

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Lyonnais; Banque de Paris et
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HONGKONG, December 1st, 1919.

MOLPHUS CARTWRIGHT, for THE HONGKONG
YAUZ ROAD CENTRAL, VICTORIA, HONGKONG.
A. E. C.